



Environment and Sustainable Communities Overview and Scrutiny Committee

Date **Friday 12 February 2021**
Time **9.30 am**
Venue **Remote Meeting - This meeting is being held remotely via Microsoft Teams**

Business

Part A

Items which are open to the Public and Press
Members of the public can ask questions with the Chair's agreement, and if registered to speak

1. Apologies
2. Substitute Members
3. Minutes of the Meeting held on 16 November 2020 (Pages 3 - 20)
4. Declarations of Interest, if any
5. Any Items from Co-opted Members or Interested Parties
6. Fuel Poverty
 - a) Joint Report of the Corporate Director of Regeneration, Economy and Growth and the Interim Corporate Director of Resources (Pages 21 - 28)
 - b) Presentation by the Housing Regeneration Project Manager, Regeneration, Economy and Growth (Pages 29 - 40)
7. Highways Maintenance
 - a) Joint Report of the Interim Corporate Director of Resources and the Corporate Director of Neighbourhoods and Climate Change (Pages 41 - 58)
 - b) Presentation by the Road Safety Manager, Neighbourhoods and Climate Change (Pages 59 - 80)

8. Quarter Two 2020/21 Budget Forecast
 - a) Report of the Interim Corporate Director of Resources (Pages 81 - 90)
 - b) Presentation by the Finance Manager for Neighbourhoods and Climate Change, Resources (Pages 91 - 96)
9. Quarter Two Performance Management 2020/21 - Report of the Interim Corporate Director of Resources - Corporate Scrutiny and Strategy Manager, Resources (Pages 97 - 108)
10. Such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration

Helen Lynch
Head of Legal and Democratic Services

County Hall
Durham
4 February 2021

To: **The Members of the Environment and Sustainable Communities Overview and Scrutiny Committee**

Councillor E Adam (Chair)
Councillor O Milburn (Vice-Chair)

Councillors B Avery, A Batey, D Bell, L Brown, J Carr, B Coult, R Crute, S Dunn, A Gardner, K Hawley, T Henderson, J Higgins, C Kay, L Maddison, R Manchester, I McLean, A Simpson, P Sexton and M Wilson

Co-opted Members:

Mr T Bolton and Mrs P Holding

Contact: Paula Nicholson

Tel: 03000 269710

DURHAM COUNTY COUNCIL

At a Meeting of **Environment and Sustainable Communities Overview and Scrutiny Committee** held remotely via Microsoft Teams on **Monday 16 November 2020 at 9.30 am**

Present:

Councillor E Adam (Chair)

Members of the Committee:

Councillors O Milburn, B Avery, A Batey, D Bell, L Brown, B Coult, R Crute, S Dunn, T Henderson, J Higgins, C Kay, L Maddison, R Manchester, I McLean, A Simpson, P Sexton and M Wilson

Co-opted Members:

Mr T Bolton and Mrs P Holding

Also Present:

Councillors D Boyes, P Crathorne, C Hampson, B Kellett, H Liddle, J Stephenson and J Turnbull, Parish Councillor Nicola Dexter Bishop Middleham Parish Council and Mr Dennis Stoddart

1 Apologies

There were no apologies for absence.

2 Substitute Members

No notification of Substitute Members had been received.

3 Minutes

The minutes of the meeting held on 3 September 2020 were agreed as a correct record and would be signed by the Chair.

4 Declarations of Interest

There were no Declarations of Interest.

5 Any Items from Co-opted Members or Interested Parties

There were no items from Co-opted Members or Interested Parties.

6 Environmental Campaigns Update

Members of the Safer and Stronger Communities Overview and Scrutiny Committee, County Councillor P Crathorne and Parish Councillor Dexter representing Bishop Middleham Parish Council had been invited to attend the meeting for this agenda item.

The Committee considered the report of the Corporate Director of Neighbourhoods and Climate Change that provided Members with a progress report on environmental campaigns including fly-tipping.

The Head of Environment was in attendance to present the report and deliver a presentation that looked at four different campaigns, 'Operation Stop It', 'Operation Spruce Up', 'In Bloom/Streetscene' and 'Find and Fix' and the impact of COVID-19 on the relevant service areas delivering the various campaigns. Although the campaigns are very different they share a common approach of education, involvement /participation, operation and ultimately enforcement (for copy of report and presentation, see file of minutes).

The Head of Environment indicated that the number of fly tipping incidents in County Durham had reduced over several years which bucked the national trend, but this figure had increased over quarter one 2020/2021. It was understood that the vast majority of fly tipping was either black bin bags or old furniture and this in part could be attributed to the household waste recycling centres being closed at the beginning of lockdown, more people being at home and the redeployment of wardens to other services during lockdown period.

The presentation summarised enforcement actions taken over a period of five years and included the first two quarters of 2020/2021 which indicated that more vehicles had been seized during these two quarters than in the previous two years.

Operation Spruce up had been successful and had involved local people working together with the Council to improve their communities. Surveys carried out following Spruce Up initiatives indicated that 90% of residents whose communities had benefitted from the scheme had seen an improvement.

Find and Fix is similar to Operation Spruce Up, but where there was a lot of preliminary work with Spruce Up, Find and Fix is on a much smaller scale. Teams proactively look at where jobs are needed to be done, or where people have highlighted areas of concern and carry out the required work and then move on to the next job. There are four teams of three that are multi skilled, which has added to the speed of the work undertaken. The Head of Environment advised that it was

hoped to boost the capacity of the teams with apprentices. The scheme began recently and to date had undertaken 122 jobs in 13 locations and had received positive feedback.

The 'In Bloom' and 'Streetscene' campaigns have involved communities working with council operations in creating beautiful open spaces. Although some of the In Bloom and Streetscene campaigns did not go ahead in 2020 such as the Big Spring Clean, the Garden Treasures events did proceed with strong interest from the public. The Head of Environment highlighted a new initiative which is being trialled to address littering where people caught littering have the opportunity to reduce their £100/150 fixed penalty notice (FPN) fine to a £65 FPN fine if they agree to take part in a e-learning course about littering. This type of enforcement is the first of its kind by a local authority and initial feedback received is positive.

The Chair thanked the Officer for his presentation and commented that it was interesting to see how schemes had developed and he hoped the find and fix campaign would have an impact like the other campaigns. It was about encouraging and supporting the community to make them aware that fly-tipping was unacceptable, and education was a key feature.

Councillor Avery referred to his ward and congratulated the Head of Environment for the work undertaken, but highlighted that residents were leaving out their refuse bins and that there were issues with contamination in bins which had resulted in the bins not being emptied. He asked about education for residents to alleviate these issues.

The Officer responded that there were a number of areas within the County with similar challenges. The service approach started with education, they had roving recycling staff who would give advice about what goes in which bin but due to the current restrictions this was not being carried out on a face to face basis. They were currently looking at further promotion in relation to residents getting their bins in after collection with the use of localised signage or letters and staff labelling the bins. Enforcement would be used where necessary as a last resort.

Councillor Milburn commended the Find and Fix scheme and referred to fly-tipping and asked if the service had considered using the 'what3words app' to pinpoint locations of incidents rather than describe the location. She continued that the use of this app would be of particular benefit in rural or remote locations.

The Officer responded that this was an excellent suggestion, they did have some incidents where fly tipping had been reported but where no fly-tipping was found at the supposed location and using the app would help staff to find and deal with the fly tip, he would take Councillor Milburn's suggestion forward.

Councillor Boyes referred to covert cameras paid for by Members and asked for an update on where the cameras were deployed and how many cameras were still in

operation. He then referred to Household Waste Recycling Centres (HWRC) in neighbouring local authorities where an appointment system is used and suggested that residents from outside the area were maybe using Durham County Council's Recycling Centres and this may have contributed to the queues at Durham recycling sites as currently proof of address was not required. He then referred to empty homes in the Easington area and the high number of fly-tipping incidents in the back yards of the terraced properties and asked what the authority could do to make them less attractive to fly tippers as they also became a target for arsonists.

The Officer responded that he would get back to Councillor Boyes with the precise number of covert cameras in operation, but he was aware that a number of cameras had been stolen or damaged. Technology had also moved on and devices were now much smaller and more accurate. Members were not advised of where cameras had been deployed on a case by case basis but they had successfully deployed them which had resulted in a number of prosecutions, he would look at how they could update members whilst still maintaining an element of discretion regarding location of where the cameras were deployed.

With regard to the HWRCs, the Officer advised that there was no intelligence to confirm that there was any great cross border movement at the centres. Anyone who was issued with a permit for the HWRC had to be a resident within County Durham to obtain a permit. They were currently looking at a booking system but had found that a booking system could delay visits and could cause traffic management issues if residents turned up without an appointment, but this was something that they would review.

In relation to empty homes and fly-tipping, the service initially contacted landlords and issued community protection warnings and notices requiring them to remove their waste. However, this sometimes resulted in the rubbish being moved to another empty property and the whole process started again. Landlords were now required as part of the notice to provide evidence as to where the waste had been taken and by an authorised carrier, this was helping to address the situation. The service had also targeted areas to make it more difficult to dump waste. The Residential Landlords Accreditation Scheme might offer opportunities via incentives or standards.

Councillor Kay sought clarification if the HWRC were currently closed due to the second lockdown. The Member was advised that the HWRCs were currently open except for temporary closures.

Councillor Kay indicated that due to the lockdown residents were generating more household waste and asked if the capacity to recycle at HWRCs could be increased.

Members were advised that the service was operating within government guidance and regulations keeping the HWRCs open. They were also putting extra resources

into the bulky waste collections that had been busy. He would go into further details in his later presentation on Household Waste Management.

Councillor Coult thanked the Head of Environment and his team for the phenomenal work that had been put in and that they had done an exceptional job which should be recognised. She then referred to education and training and how COVID-19 had impacted on work that was undertaken by the service with children and asked if there were any plans in place to develop online educational training which would also enhance the number of schools that could receive training.

The Officer thanked Councillor Coult for the kind words that he would pass onto the teams. He advised that they were looking to expand the online resource and the civic pride team had been developing these resources and were in the phase of starting to roll out the online resources. They were also looking to expand the e learning element for littering to cover items such as dog fouling.

Councillor Sexton thanked the Find and Fix team for the clean up in his ward where they had transformed a shopping area that needed attention. He then referred to cameras and how he had problems with fly-tipping in the rural area at the edge of his ward and asked if members funded a camera would they be able to influence where the camera was located as he would want the camera he funded to be located in his ward. He also suggested that fines for fly-tipping should be increased, he understood the educational element but if fines were increased this may deter people and asked if there was any evidence that this would be effective.

The Officer responded that members views on the location of the deployed cameras were taken into consideration as much as possible and they occasionally worked with the police so that they could use number plate recognition which should be located in areas where there was not large volumes of traffic. Members were informed that there was a risk to the smaller cameras which were easily stolen.

The Officer advised that the service was getting six larger cameras that could go out in more urban areas and may be able to deal with localised issues. Fines for fly-tipping carried a maximum of £50,000 and in some cases up to 12 months imprisonment in a Magistrates Court and in a Crown Court the offence could attract an unlimited fine and up to five years imprisonment. However, the courts make the decision on fines within their guidelines and the council has no influence on this. Durham County Council can issue fixed penalty notice of £400 and the number issued had increased. In addition to the fixed penalty notice if a vehicle had been identified with a fly-tipping incident then the Council could seize the vehicle.

Councillor Crathorne commented that her ward has had a great deal of fly-tipping issues over the last year in areas where there were no cameras or no one to witness the incidents. She referred to people who had lost their jobs during the pandemic and did not have the finances to pay for a bulky waste collection and asked if the Council could look at reducing the costs of bulky waste collections so

that it was more affordable and prevent fly-tipping. She then referred to education and awareness and asked when a resident gets building work on their property are they required to check that the business/contractor has in place the necessary waste permits.

The Officer indicated that HWRCs were free, but he appreciated that not everyone had access to a vehicle. The service tried to keep the cost of bulky waste collections to a minimum with the current cost being £16 for six small items or three large items and the current cost was the cheapest in the region. Members had discretion with their local funding and could fund a community skip if there were issues in an area. Residents using a business to take away their rubbish should be asking for evidence as to where their waste was going to ensure it was legitimate. Residents could check this by using the Environment Agency website to ensure the business had a waste carriers' licence and that spot checks were carried out by enforcement Wardens. He then advised Members that the service were looking to proactively carry out test purchases similar to those carried out by Community Protection Services, as part of the enforcement element.

Parish Councillor Dexter indicated that her parish council had asked about additional cameras that they would fund but they had not yet reached a satisfactory agreement with Durham County Council. They had problems in rural areas and were interested in the number plate recognition cameras as this may be something that the parish could look at in more detail. She then referred to the gap in the campaigns that the council run as householders would not know to ask a contractor/business about a waste carriers permit and suggested an enhanced awareness programme to local residents about the process regarding waste carrier licenses so that residents were more responsible.

The Officer responded that we can always do more education with householders and when we do track back some of the fly-tipping material and in a number of incidents the householder was shocked, they gave their waste in good faith without realising they had a responsibility for the disposal of the waste. The Council do have enforcement powers in this regard but had not gone down this route, they could start issuing fines to households, but they wanted to go down the education route first. With regard to the cameras he would pick this up with the team but there was a limit on what they could do with cameras as they had to be located in places where they would not capture innocent activity and generally had to be in places out of the way which may discount a number of areas, otherwise you would need a RIPA (Regulatory Investigation of Powers Act 2000) authorisation. If RIPA was required, then the Council would need to apply to a magistrate for the authority.

Councillor Stephenson referred to the online reporting system for Members to report incidents and found the list for forms limited and asked if there was an opportunity to look at having a search facility.

The Officer indicated that he would welcome a further discussion about the system and specifics so that they could refine the system.

The Chair commented that there was an opportunity for members to feed into the online system to suggest improvements.

Resolved: That the report and presentation be noted.

7 Bereavement Services

The Committee considered the report of the Corporate Director of Neighbourhoods and Climate Change that provided members with an overview of the Bereavement Services.

The Neighbourhood Protection Manager and Bereavement Services Manager were in attendance to present the report and deliver a presentation that looked at Bereavement Services; Cemeteries and Woodland Burial Sites; Crematoria; Recycling of Materials; Memorialisation; Public Health Funerals; Achievement so Far; Impact of COVID-19 and Key Issues (for copy of report and presentation, see file of minutes).

The Neighbourhood Protection Manager highlighted that the service has many facets and works with other services such as Clean and Green and Administration. The cemeteries in County Durham were treated with respect and they had more Green Flag awards than any other local authority. Members were advised that there were approximately 15-20% of burials compared to 85-90% cremations and that there were other places where burials are carried out such as woodland sites; parish and faith cemeteries. Space for burials is limited and extensions to Durham County Council cemeteries had been made at Pelton and Sacriston.

The Neighbourhood Protection Manager highlighted the rising costs associated with funerals and the prospect of funeral poverty for some families. This had been the subject of an inquiry by the Competition and Markets Authority who had recently announced in their provisional findings there was a lack of transparency in parts of the market.

The authority has a statutory duty to make arrangements for funerals for those who die without anyone else to make the arrangements for them.

The impact of COVID 19 on the service has been significant, over April and May there was an increase of approximately 500 deaths on the usual figures, there has been a necessity to keep up to date with changing regulations; staff from other service areas were redeployed to assist and at the peak crematoria had extended days and were open seven days a week. Crematoria are cleaned between services

and signs highlighting Space – Face – Sanitise are displayed prominently around the crematoria.

In addition to the key issue of COVID, other key issues include the need for sensitivity when dealing with the bereaved and some of the regulations date back to ecclesiastical law.

The Chair noted that funeral poverty was a real concern moving forward with COVID-19 and unemployment, so the situation was only going to get worse and asked if the industry were looking into making funerals more affordable or at least supportive to people in difficult circumstances.

The Officer responded that they tried where possible to advise people where help was available including the social fund. The Competition and Markets Authority report highlights that people were very traditional at these times and were likely to use a funeral director they have used previously. People are very vulnerable at this time and want to do the best they can for their deceased relative. The authority was currently investigating transparent costings and the possibility of setting up a service that provides funeral directing.

Mr Stoddart a Member of the Public was in attendance at the meeting and had submitted in advance of the meeting a question, a copy of which had been circulated to Members prior to the meeting, together with a copy of the response from the service.

Mr Stoddart was invited to provide members with the background to his question. Mr Stoddart provided the following background and question to the committee.

My name is Dennis Stoddart and my family has memorials in five County Durham cemeteries. The background to my short presentation and question results from the Council undertaking maintenance in cemeteries and as part of that process uses the herbicide Round Up, which contains glyphosate to kill the grass around the base of memorials to aid grass cutting. This, in my view is leading to accelerated soil erosion and the destabilisation of head stones.

Members in wards with cemeteries where my family have graves and the Chair of this committee have been provided with a photographic survey to show how this is already causing soil erosion around our family's recently erected and refurbished memorials. The council carries out a testing regime on memorials to ensure they do not become destabilised to an extent that would present a danger to public and staff. A method was found to ensure memorials were safe by testing and action, but what has never been carried out is a study to determine why memorials are becoming destabilised and the role of herbicides may be having in them becoming destabilised and accelerating soil erosion, resulting in the destruction of memorial foundations.

Memorials given enough time may well become unstable as a result of the natural forces of wind, snow and ice. However, what I believe can be shown to be happening here is that the use of herbicides leaves bare ground devoid of grass on their root systems binding the soil together. That there is an acceleration of that process as a result soil erosion is being accelerated and contributing to the failure of foundations. It is desirable, if not essential that the use of herbicides be ended.

Memorials would not become destabilised in a relatively short period of time. There would seem to be a divergence of opinion between the liability for the memorial and the desire of the council between undertaking maintenance in an effective cost manner. As we have been advised that the Council is going to further review this matter then it needs to do so based on a professional report into what is causing memorial foundations to destabilise. This request will ensure that a professional assessment is carried out and an appropriate report is produced that is made available to the Council to make informed decisions. Turning back to the question before the committee if approved and such would provide information that would allow a focus on prevention of memorial destabilisation. This would in turn reduce the efforts and costs of the Council in carrying out its duty of care to ensure the safety of memorials, reduce danger occurring from destabilised memorials as well as reducing financial burdens for the Council and the holders of the Exclusive Right of Burial who are the owners of the memorial. In effect a less destructive maintenance regime without the use of herbicides may well be the outcome.

The question I have put is:

I ask the Council to commission a technical report to be made available to members of the Council and the general public into why memorials in cemeteries where the Council undertakes maintenance are failing the testing regime as a result of foundation instability. To determine what is causing the ground below sub-base to erode away when adjacent ground remains intact. That the report determines if the use of herbicides in practice causes damage or is responsible in a way leading to accelerated soil erosion and that they also be required to make recommendations to prevent such failures in the future in a cost-effective manner. The report to be undertaken by a reputable professionally qualified structural engineer, civil engineer and environmental specialist engineer in the impacts and causes of soil erosion.

The Chair thanked Mr Stoddart for his question and background information and asked The Neighbourhood Protection Manager to respond.

The Officer responded that the Council knew and fully appreciated that the Council's cemeteries and the closed churchyards were places of great significance for the loved ones of anyone buried there. The Council did try their best to maintain these spaces and were proud that the Council had more cemeteries with 'Green Flag' status than any other local authority in the country. The Council were aware that in some cemeteries over the last year there had been some instances where the

application of herbicide had been too wide. This was not appropriate for a cemetery, falls short of the Council's standards and this had been addressed.

He was pleased to confirm that the vast majority of memorials in the Council's cemeteries passed the stability tests, and where they do not, it was often associated with poorly constructed and laid foundations. Notwithstanding this the Council did acknowledge Mr Stoddart's concerns, the National Association of Monumental Masons (NAMM) advice and the general reservations that some people had about herbicide/glyphosate use.

He was pleased to confirm that the Council had recently commenced work in reviewing the position regarding herbicides in cemeteries albeit there were no easy alternatives – to cease altogether would have grass growing high around headstones where mowers could not reach; to trim would not only be more labour intensive, but risked damage and may result in the cut grass being spread across the memorial.

The Council's work to date had involved benchmarking with other Councils (the vast majority of which use herbicide), and the Council had also been seeking advice from wider industry bodies. The Council were undertaking some further investigations to consider the options for the future. This would include alternatives, impacts and the costs associated with all these options.

If need arises as part of the above review, then the Council would consider employing a specialist to look at causes of headstone instability, however the numbers of headstones are so large, and the construction and ground conditions so varied, it may be difficult to draw any general conclusions from such work. The Council's key focus at present would be recognising the widespread interest in more environmentally friendly alternatives and would therefore seek to explore options around alternatives, which would be a necessary if current practices were to change.

The Council would of course be keeping the Environment and Sustainable Communities Overview and Scrutiny Committee informed of this progress.

Mr Stoddart stated that the issue was that the Council has implications of maintenance and the way that is undertaken but also owners bear the cost where destabilisation occurs, and work is necessary. Mr Stoddart then reiterated his belief that the use of herbicides is leading to an accelerated rate soil erosion and the need for a technical survey with professional involvement to present findings to the Council at the start of a review not at the end.

Councillor Coult indicated that she welcomed the review as she was aware of the damage that herbicides could cause to the ground and this herbicide, had a high acidic pH, so does have an impact on the ground surface. Cemeteries were sensitive areas and acknowledged the work of the service in keeping these areas

well maintained but suggested that alternative methods should be considered to reduce the use of herbicides.

Councillor Brown indicated that she was a holder of a pesticide certificate which allowed her to store and use pesticides and indicated that pH 4.5 given that neutral was pH 7 this product has a fairly high pH. The impact of acid rain on the cathedral could be seen rotting away the sandstone and we have limestone gravestones that would rot away by a high pH as would the cement that forms the foundation of the gravestones. She suggested that this needed to be looked at on a wider scale and gave an example that dog urine had been accused of rotting lampposts that had a pH of 6.5. She welcomed the review but asked that the review be extended to the use of herbicides around street furniture.

Councillor Sexton also welcomed the review and agreed with Councillor Brown that the general use of herbicides was damaging and could be a false economy. In the past everything was strimmed but he appreciated the damage this could cause, and the council needed to look at other methods.

Councillor Avery welcomed the report and commented that some cemeteries were under the control of Town and Parish Councils and asked if the findings could be shared with Town and Parish Councils so that they could introduce the council's recommendations.

The Officer responded that the Council were committed to doing a review and had already started some investigations and were already following up with some of the national bodies. The council wanted to ensure that they had something that was sustainable and they already had a range of different cemeteries with some left to wildflowers but he did not want to pre-empt what would result from the review and the options that may result to address Mr Stoddart's concerns. If required, they would employ a technical expert and they would update, share with parish councils the outcomes of the review.

In response to the question from Councillor Brown in terms of the wider use of the herbicide, the government had licenced the use of glysohate through to the end of 2022 period and this was already on the agenda and widely reviewed and it would be up to the government if they wished to licence it any further.

The Chair referred to the quality of the foundations of the gravestones and asked if the council had any evidence of this.

The Officer responded that when the new unitary authority was established a review was undertaken and some foundations were fixed with wooden dowels and in some cases, foundations were sitting on top of the surface. Part of the reason for the council adopting the British Register of Accredited Monumental Masons (BRAMM) or NAMM standards was that they wanted memorial masons to fix to a particular

standard and the latest review of that was in 2018 and that would continue to be updated and reviewed.

The Chair thanked Mr Stoddart for his question and clearly the Council was going to take his question seriously and realised that this was a sensitive and costly issue. The Officers had an ongoing review that would continue until such time as sufficient evidence to suggest that they possibly need to take it to the next stage which may be a formal technical report. This committee would monitor the report and if felt it necessary that a more technical report was required, they would recommend this to officers.

Resolved: That the contents of the report be noted.

8 Overview of Household Waste Management

The Committee considered the report of the Corporate Director of Neighbourhoods and Climate Change that provided an overview of the management of household waste in County Durham.

The Head of Environment was in attendance to present the report and deliver a presentation that provided Members with the big picture and the Hierarchy, Economy and Operations together with details of waste reduction campaigns; encouraging reuse; what happens to your recycling; the challenge of contamination; garden waste 2020: energy from waste; other collection services; safety and policy; the impact of COVID-19 and details of the last decade, now and the next decade (for a copy of the report and presentation, see file of minutes).

Members were advised that there is now greater concern about what happens to our waste with a focus on reduction, reuse and recycling. It was highlighted that recycling should be built into the lifecycle of products as this will lead to economic benefits and Members were provided with data in relation to the resource within the County Council.

It was highlighted that nationally we throw away about a third of the food we buy and in county Durham there are love food hate waste campaigns, smarter shopping and home composting to reduce the amount of food waste thrown away. The service highlights the importance of reuse and has a very successful programme with Durham University on the Green Move Out scheme where students leaving donate any of the household goods, they are leaving behind rather than throwing them away. Other schemes promoting reuse include single use plastics; water refill scheme; furniture reuse schemes; the reuse shop at Stainton Grove HWRC; the community fridge and HWRCs do have elements of reuse.

The Head of Environment highlighted that in relation to recycling some of the recycling material can be used to form raw materials that form new cans and

cartons within six weeks of being recycled. The greatest challenge in terms of recycling to the service is contamination of bins therefore it is very important that householders know what can and cannot be recycled and the service has addressed this with the bin it right and recycling matters campaigns.

It was emphasised that this year the materials from the garden waste collections are being composted in house.

The residual waste is taken to an energy from waste plant where it is turned into energy for 39000 homes, this contract will continue until 2025. As of June 2020, Durham County Council had diverted 96.8% of residual waste from landfill. Also, it was recently announced that a joint North East Council procurement to treat waste.

The Head of Environment stressed the importance of keeping the workforce safe and ensuring that the vehicles have all the necessary safety equipment. Also highlighted was the range of policies in place to assist residents in relation to collections.

Members received data from the first lockdown that indicated the increase of waste (17.3%) and recycling (24.8%) collected compared to last year but unfortunately there was also contamination of 34.18%. As we were currently in a second lockdown, Christmas was approaching and most were ordering gifts on line and this could lead to greater amounts of recycling being collected.

The impact of COVID-19 on the service had seen waste and recycling collections prioritised, there was an initial suspension of the garden waste collections but reinstatement on Saturdays and Mondays and there was a 5.6% increase in the numbers using this service. Staff from other services such as Highways and Leisure services were re deployed to work alongside collectors. Initially HWRCs closed and bulky waste collections stopped but both were back operating now; the majority front line staff were back at work and office based staff were working from home. Extra resource was required to support main crews in relation to garden waste.

In looking forward to the next ten years the Head of Environment advised that there was still the issues associated with COVID; the competitive dialogue with the multi authority waste treatment procurement would be happening soon; future saving pressures; aging workforce; ensuring there is a lower emission fleet and establishing a viable circular economy. Additionally, the government's Our waste, our resources: strategy for England could see potentially mandatory food waste collections and potentially mandatory garden waste collections.

The Chair thanked the Officer for his presentation and commented on the extensive range of services provided and that they were well run, very efficient and very effective and very important to communities. He then referred to the HWRCs and was concerned about the contamination levels as there appeared when he visited

his local HWRC that there was no separation or segregation of waste and what was the cost to the council.

The Officer responded that the contamination referred to in his presentation was from the contents of household recycling bins. This figure had now reduced and could be attributed to the pressure that some households were under during the lockdown period when the residual bin was full, they were resorting to using the recycling bin. A lot more promotion work was being carried out by Roving recyclers and the crews were also focusing on collections and were now looking at contamination procedures. In relation to HWRCs, when they reopened some of the supply chains were in a mixed position and did not have the outlets they previously had; some of their staff were furloughed and in order to get people through the HWRC as quickly as possible meant that the usual separation of materials did not occur and they were not able to recycle as much as they could.

Councillor Brown noted that the presentation was timely and referred to an article in the Guardian about carbon emissions from energy from waste plants stating that because of the incineration of waste the UK will not be able to meet its commitment to net zero carbon emissions by 2050 and asked if the chimneys at the Suez plant had filters.

Councillor Coult asked when garden waste boundaries would be reviewed as she had a number of rural areas who were currently unable to benefit from the scheme. She then referred to food wastage and asked what the council could do to get the message across to manufactures to look at the volume of food that gets wasted and to look at the type of packaging.

Councillor Milburn asked if there was a mechanism for residents to request a smaller residual waste bin.

In response to the questions, the Head of Environment highlighted that using the waste to energy plant was a last resort in the waste hierarchy and would encourage recycling. The Government's waste strategy would see a lot less materials going through to incineration, mechanisms such as the deposit scheme referred to in the strategy would mean less waste going through to incineration. He suggested that the Strategic Waste Manager would be able to provide a response to Councillor Brown regarding CO² emissions at the energy to waste plant outside of the meeting.

There was annual review of garden waste to assess how the year had gone and take onboard any lessons learnt also they needed to determine if they were going to continue with the garden waste collections on a Saturday and Monday or revert to the normal collection days. The boundaries were set in terms of efficiency but if they could be extended to further properties they would. With regard to food waste the service does what it can, with the likes of community fridges and promoting the OLIO food sharing app. The service was encouraged that there were points within the Government waste strategy that limits supermarkets on their promotions such

as buy one get one free offers and if the government's strategy is fully implemented this will reduce packaging.

In relation to Councillor Milburn's question regarding requests for smaller bins the Officer advised that the 240ml bins were used as this fits with most households and added that the service would explore this further, if there was an opportunity to swap bins for a smaller bin, they would look at this being done through the self-serve system.

The Chair asked if the response with regard to emissions from the energy plant could be circulated to all members of the committee.

Councillor Dunn referred to the green recycling plant at Joint Stocks that was located in his division and highlighted an area of concern for residents relating to the compression of the garden waste collection and shredding into Saturdays and Mondays and a breakdown of the odour control system. Officers worked on the introduction of a temporary odour compression system until a permanent solution was sourced. He was advised that since this had happened and he had not had any recent reports of issues but one of his constituents who lived close to the site had been informed that the new system was not working and wouldn't completely compress the odour issues particularly if there was an easterly wind and asked for assurances that the new system was now working or over the winter the necessary changes would be put into place.

The Officer indicated that the new system was now working, and they had been some issues with odour which was magnified due to collections taken place on Saturdays and Mondays. They were learning in relation to wind conditions and temperatures and cease the operations where necessary. They were hoping to return to Tuesday to Friday garden waste collections that would help reduce the impact and allow lower volumes of turnover on the site.

Councillor Sexton referred to the cost of the garden waste scheme and asked if consideration could be given to those residents who could not afford the scheme.

The Officer indicated that for low volumes of garden waste the service advocate a home composting bin and offer a subsidised priced bin. They recognised that this would not suit everyone but this was the most environmentally friendly way to deal with garden waste rather than transporting for composting. The service were happy to encourage neighbours to share the garden waste bins. The Government has indicated in its Resources and Food Waste Strategy the introduction of free garden waste collections and this would have potentially significant impact, as it would increase from 65,000 customers to potentially 150,000 customers including the cost of all the receptacles involved. The Government had indicated that should this be introduced then councils would be recompensed for the service. The council would abide by the government decision but would have a loss of income and the added cost of collection throughout the county.

Resolved: That the contents of the report be noted.

9 Quarter One 2020/2021 Budget Forecast

The Committee considered the Joint Report of the Corporate Director of Resources and Corporate Director of Neighbourhoods and Climate Change which set out details of the forecast outturn budget position for the service area. The report highlighted and explained any major variances in comparison with the budget. The Finance Manager, Neighbourhoods and Climate Change was in attendance to present the report and gave a presentation (for copy of report and presentation, see file of minutes).

The Finance Manager indicated that the quarter one report was the first since the split of the Regeneration and Local Services service grouping. He highlighted the COVID costs for quarter one which the authority will be reimbursed from Government.

The Finance Manager advised that the underspends were masking budget pressures and unachieved medium term financial plan spends. Some contracts had been delayed due to COVID-19 and are manifest as an underspend within the current year.

Members were advised of a typo in the Capital Outturn table for Environmental Services outturn which read £2,978,000 that should be £6,089,000, the total was still correct. The capital budget is expected to be fully spent by the year end.

Resolved: That the contents of the report be noted.

10 Performance Management 2020/2021 Quarter One - Report of Corporate Director of Resources

The Committee considered the report of the Corporate Director of Resources that presented the progress towards achieving the key outcomes of the Council's corporate performance framework (for copy of report, see file of minutes).

The Corporate Scrutiny and Strategy Manager was in attendance to present the report.

During quarter one there were 302 reports of bonfires recorded which is an increase of 175% on the same period last year. Most reports occurred in April and related to garden fires and smoke. During the same period there were 731 reports of untidy gardens which is a 27% reduction on the same period last year.

Members were advised that performance data for carbon emissions in the report related to 2018/19 data which was before the council declared its climate emergency and provided members with the 2019/20 figures that showed a 51% reduction in carbon emissions. This had enabled the council to set a new carbon emissions target of 70% reduction for carbon emissions for 2025.

Members were also provided with up to date figures for highway maintenance that showed A Roads as 3%, B roads 3.3% and C roads 2.3% and footpaths 20.9% and advised that the figures were updated following the Transport Asset Management Plan (TAMP) which was expected to be published soon.

Councillor Crute referred to highway maintenance and asked in relation to data for footpaths maintenance for further information regarding the percentage of footpaths requiring maintenance and where they were located. Residents were being encouraged to get out more, so the council needed to ensure that the links between communities were safe and accessible.

The Officer confirmed that he would obtain some further in-depth data on footpaths as the data provided was a global figure for the whole county and a much greater level of detail could be obtained.

Resolved: That the contents of the report be noted.

11 County Durham Environment Partnership Minutes from the meeting on 11 March 2020

The Overview and Scrutiny Officer referred members to the County Durham Environment Partnership Board minutes that had been circulated for information.

Members were advised that a briefing note would be circulated later this month explaining that County Durham Environment Partnership was undertaking a governance review, with a further briefing note detailing the outcome of that review to be circulated to Members in March 2021.

Resolved: That the minutes of the Environment Partnership Board were received by the Committee for information.

12 Any Other Business

The Chair reminded members that Durham County Council had two current consultations on their website in relation to leisure centres that closed on the 6 December 2020. He encouraged Members to review and comment on the consultations as appropriate.

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**Environment and
Sustainable Communities
Overview and Scrutiny
Committee**

12 February 2021

Fuel Poverty



**Joint Report of Amy Harhoff, Corporate Director of Regeneration
Economy and Growth and Paul Darby, Interim Corporate Director of
Resources**

Electoral division(s) affected:

Countywide

Purpose of the Report

- 1 The purpose of the report is to provide members of Environment and Sustainable Communities Overview and Scrutiny Committee (ESCOSC) with detail of the project and schemes available in the County to tackle fuel poverty.

Executive summary

- 2 The best long-term solution to tackle fuel poverty is through energy efficiency measures such as home insulation, efficient heating systems, accessing competitive energy tariffs and advice on how to save energy.
- 3 Housing Solutions coordinates the delivery of our corporate Fuel Poverty Strategy overseen by the County Durham Energy and Fuel Poverty Partnership (EFPP). This is a multi-agency partnership that uses countywide networks to help promote awareness and uptake of the fuel poverty grants and assistance as detailed in this report.
- 4 Latest Government figures show that fuel poverty in County Durham has reduced from 11.8% in 2016 to 9.8% in 2018. This is due to the promotion, awareness and delivery programmes detailed in this report which resulted in County Durham having the 6th highest uptake nationally of fuel poverty grants.

Recommendations

- 5 That Environment and Sustainable Communities Overview and Scrutiny Committee are requested to:
 - a) Receive the report and presentation, note its content and comment accordingly.
 - b) Agree that a further progress report is included in the committee's future work programme.

Background

- 6 ESCOSC at its meeting on 12 July 2019 agreed its work programme for the year ahead and included within the work programme was Fuel Poverty. In accordance with that decision arrangements have been made for the Housing Regeneration Project Manager to attend a meeting of the committee and share with members detail of projects and schemes available to tackle fuel poverty.
- 7 The Committee has received several reports in relation to the progress together with the detail of various projects in the county to tackle fuel poverty. The last progress report was received by the committee at its meeting on 9th March 2020 to which members of Economy and Enterprise OSC and Adults, Wellbeing and Health OSC were also invited to attend due to the cross-cutting nature of fuel poverty.
- 8 Fuel poverty is measured using the Low-Income High Cost definition and arises from a household's inability to afford the energy required to power and heat their home to a satisfactory standard necessary for good health. This standard is defined as domestic temperatures of 21°C in the primary living area (living room) and 18°C in the secondary living areas (other occupied rooms).
- 9 The Fuel Poverty Strategy for England 2015-2030 was released in March 2015. Those who live in property rated below band "E" level Energy Performance Certificate rating need to spend on average £1,000 a year more on energy to heat their home compared to a typical home. Through the Energy Act 2013, the government established a new duty to adopt a fuel poverty target. The new fuel poverty target for England sets out an ambition that as many fuel poor homes as reasonably practicable achieve a Band "C" energy efficiency standard by 2030 and this became law in December 2014.

- 10 The Government have committed to publishing a new national Fuel Poverty Strategy in 2021, as part of this they have carried out a consultation on the current Minimum Energy Efficiency Standard (MEES) to improve the energy efficiency of private rented housing. The national fuel poverty charity state that over 33% of all fuel poor households are in private rented accommodation and only 34% of these have an EPC of C or above, compared to 60% of social rented homes. The Governments response to the consultation is due by Spring 2021.
- 11 Under the Green Homes Grant (GHG) Scheme, homeowners and landlords in England are able to apply for vouchers worth up to two thirds of the cost of upgrading the energy efficiency of their home. Households on low incomes are eligible for up to 100% funding, to a maximum of £10,000. Advice and support on the GHG application process is available to homeowners from the Governments Simple Energy Advice service.

Regional and Local Overview

- 12 The most recent fuel poverty statistics were released by the Government in 2018 as follows:

- Nationally 10.3% of households are fuel poor
- North East average fuel poverty is 9.5%
- County Durham average is 9.8% (approx. 22,240 households)

Table 1 provides an overview of fuel poverty levels in North East Local Authority areas in 2018.

Table 1

Local Authority	Proportion of households in fuel poverty (%)	Ranking
Middlesbrough	11.9	1
Newcastle	10.6	2
Redcar	10.3	3
Hartlepool	10.1	4
Northumberland	9.8	5
Co Durham	9.8	5
Sunderland	9.2	7
Darlington	9	8
Stockton	9	9
South Tyneside	8.7	10
Gateshead	8.6	11
North Tyneside	7.6	12

Source: Department of Business Energy and Industrial Strategy (BEIS) 2018

Delivery and Monitoring

- 13 Co-ordination, promotion and delivery of fuel poverty and energy efficiency programmes to low income residents is a key corporate priority. To this end the County Durham Fuel Poverty Action Plan was agreed by Cabinet in 2015 and has seven key aims to maximise the assistance provided to fuel poor households in County Durham.
- 14 The action plan is co-ordinated by the County Durham Energy and Fuel Poverty partnership. This partnership brings together a wide range of external organisations (Public Health, AgeUK, Citizens Advice, East Durham Trust, Fire Service etc.) to maximise awareness, credibility and uptake of the fuel poverty intervention programmes and assistance.

Warm Homes Campaign

- 15 The Warm Homes Campaign is co-ordinated by the Housing Solutions Service. It aims to raise awareness of all energy efficiency and fuel poverty programs to residents living in County Durham and provides help and support with fuel poverty. The network has over 900 local community venues, community groups and partners who help to raise awareness and uptake of grants to assist with reducing energy bills and maximizing income.
- 16 In 2020 the Warm Homes Campaign won the North East Energy Efficient Council of the Year Award for the work in the areas of domestic energy efficiency and tackling fuel poverty.

Energy Company Obligation (ECO)

- 17 Under the Energy Company Obligation (ECO) all energy supply companies are required to provide grant assistance to low income and fuel poor owner occupier households in receipt of qualifying benefits to install domestic energy efficiency measures. The aim of ECO is to reduce energy bills and levels of fuel poverty by installing new energy efficient boilers, central heating, cavity wall insulation and loft insulation.

ECO Flexible Eligibility Criteria

- 18 To allow more households to qualify for an energy efficiency grant, ECO Flexible Eligibility Criteria (ECO FLEX) was introduced. Under ECO Flex, grant eligibility is based on total household income. Therefore, in

addition to benefit recipients, other households not in receipt of benefit entitlements now qualify ECO grant assistance including the following categories:

- Households with a total income less than £30,000
- Households with a cold related illness that could be made worse by living in a cold damp home with an income less than £36,000

- 19 Since April 2020, 701 households countywide have received a grant for energy efficient gas fired heating boilers, solid wall insulation, cavity wall and loft insulation measures. This equates to £1.28m of external funding drawn down into County Durham from the national funding programmes.

Warm Homes Fund

- 20 Under the Warm Homes Fund (WHF) low income households with solid fuel or old electric storage radiators are eligible to receive new gas boiler and whole house central heating measures. In off gas grid areas households are eligible for an air source heat pump to heat their home.

Joint Working with Clinical Commissioning Group

- 21 The qualifying criteria for ECO Flex include households with a cold related illness as defined in the guidance from the National Institute for Clinical Excellence (NICE).
- 22 Joint working has commenced with the County Durham Clinical Commissioning Group (CCG) to promote the Warm Homes Campaign to patients with Chronic Obstructive Pulmonary Disease (COPD) or Asthma.
- 23 Targeted mail outs are taking place with the GP surgeries in the Durham Dales, Easington and Sedgefield localities. This currently involves 15 GP surgeries writing to their patients to promote the assistance available and recommending that patients contact the Housing Solutions Warm Homes Campaign. More surgeries are scheduled to participate but this is being constrained by Covid related issues.

Managing Money Better Service

- 24 There are currently many competitive gas and electricity tariffs available on the open market which can be very confusing. Research has shown that this can result in households not accessing the cheapest energy

tariffs leaving vulnerable residents paying high energy bills, suffering fuel debt and cold homes.

- 25 The Managing Money Better service (MMB) is part of Housing Solutions. It provides free and impartial advice to County Durham residents to access competitive energy tariffs, help switch energy provider, fuel debt write off and energy saving advice.

- 26 During the period April 2020 to December 2020 MMB assisted 497 households to save money on their energy bills. This resulted in a combined saving on household energy bills and Warm Homes Discount grants of over £63,000 of which £16,000 was fuel debt write off.

Conclusion

- 27 Housing Solutions will continue to implement the Fuel Poverty Strategy and Action Plan to maximise the assistance available to fuel poor households to have warmer healthier homes with lower energy bills.

Contact:

Cliff Duff – Housing Project Manager Tel: 03000 265262

Adrian Cattle Jones – Housing Project Manager Tel: 03000265 259

Alan Hunter – Housing Manager Tel: 03000 262024

Appendix 1: Implications

Legal Implications

Not applicable

Finance

Not applicable

Consultation

Not applicable

Equality and Diversity / Public Sector Equality Duty

Not applicable

Human Rights

Not applicable

Climate Change

Domestic energy efficiency measures can reduce energy usage with resultant reductions in greenhouse gas emissions.

Crime and Disorder

Not applicable

Staffing

Not applicable

Accommodation

Not applicable

Risk

Not applicable

Procurement

Not applicable

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Environmental and Sustainable Communities Overview & Scrutiny Committee

Fuel Poverty Overview

12th February 2021

Cliff Duff - Housing Project Manager

Altogether better



Who are the fuel poor?

Who are the fuel poor?

The annual fuel poverty statistics reveal a lot about the typical fuel poor household, including dwelling and economic conditions.

Department of Energy & Climate Change

Mainly families

Families with children 45%	Couples 21%
Single adults 25%	Other 8%

Living in larger homes

Semi-detached 31%	Flat 12%
Detached 21%	Terraced 37%

Usually private tenure

Owner occupied 51%	Social 16%
Private rented 33%	

Living in old dwellings

Pre-1919	1919-1974	Post-1974
~35%	~35%	~30%

Information is drawn from the annual statistics for 2012 which were published in June 2014 and which are available at www.gov.uk/government/collections/fuel-poverty-statistics

Altogether better



National & Local Context

National	Estimated number of households	Estimated number of fuel poor households	Estimated % of households in fuel poverty
England	22,657,000	2,333,367	10.3%

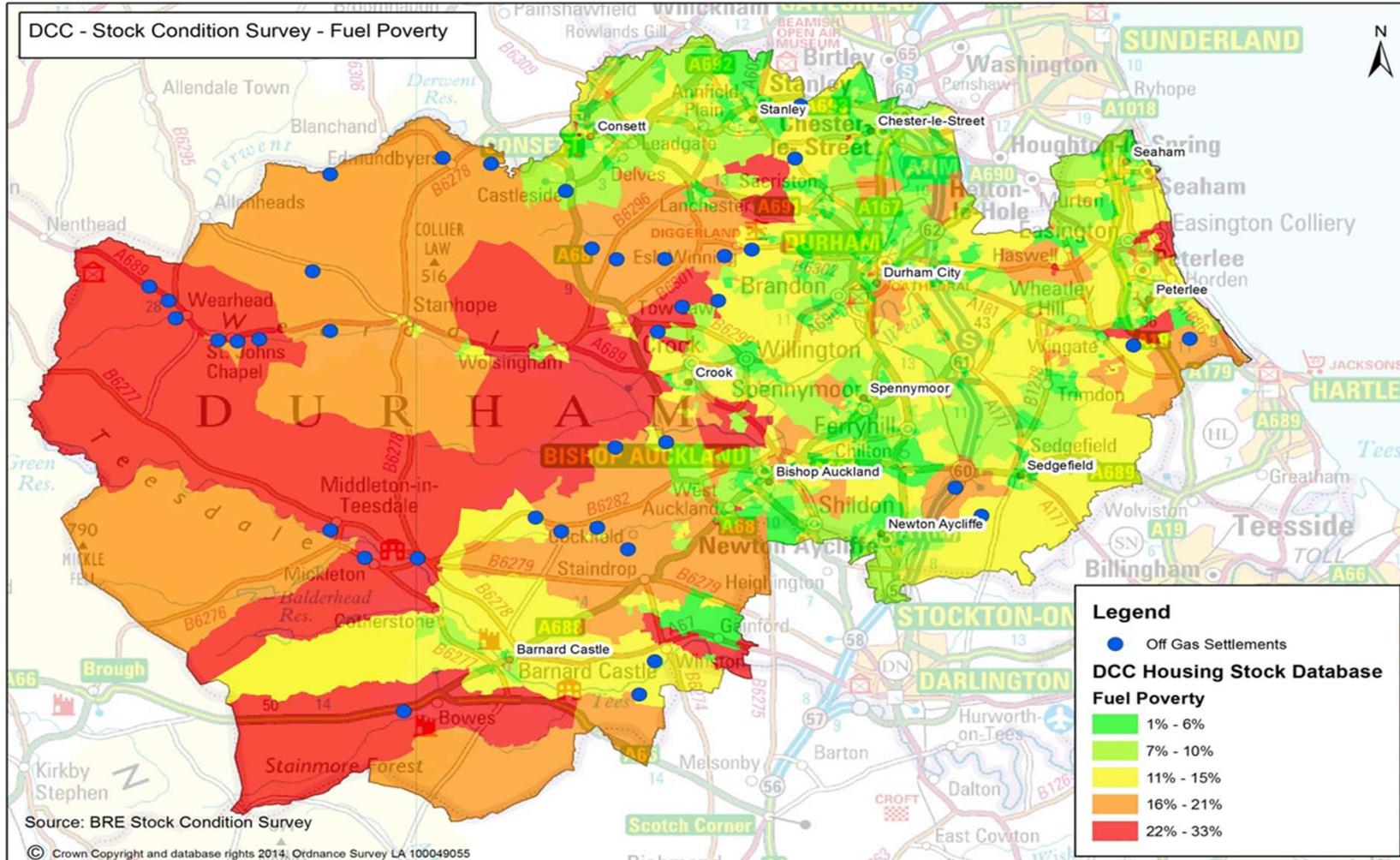
Region	Estimated number of households	Estimated number of fuel poor households	Estimated % of households in fuel poverty
North East	1,146,083	108,877	9.5%

Local Authority	Estimated number of households	Estimated number of fuel poor households	Estimated % of households in fuel poverty
County Durham	226,940	22,240	9.8%

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County Durham Fuel Poverty



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Delivery and Monitoring

- Housing Strategy
- Poverty Action Plan
- County Durham Affordable Warmth Action Plan 2015-2025
- Energy and Fuel Poverty Partnership

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Warm Homes Campaign



- Raise awareness of fuel poverty grant progra
- Engagement and confidence is key
- Countywide promotions to encourage referrals
- 900 local community venues
- Partnership working is essential i.e. Revenues and Benefits Service
- Referrals to DCC services and external partners eg. Welfare Rights, Age UK, CAB, Fire and Rescue Service, East Durham Trust, Managing Money Better

Altogether better



What Help is Available?

- Fuel Poverty grant programmes (ECO, WHF)
- 6th highest uptake nationally of ECO grants
- Grants for central heating, new gas boilers and repairs, renewables, cavity wall insulation, loft insulation & party wall insulation
- 701 households received grants equating to £1.28m of funding from energy companies

Altogether better



Warm and Healthy Homes

- Joint working with Clinical Commissioning Group and Public Health
- Mail outs from 15 GP Practices to patients
- Target audience COPD and Asthma
- Referrals come to Warm Homes Campaign
- Assistance to provide warmer healthier homes and reductions in cold related illness and excess winter deaths

Altogether better



Managing Money Better

- Energy Market – confusing, many tariffs
- Fuel debts, fuel poverty and high bills
- MMB provides free & impartial help and advice
- MMB home visit to:
 - Find the most competitive energy tariff
 - Switch energy supplier
 - Fuel debt assistance and fuel debt write off
- Over £63,000 saved on energy bills from 497 home visits including £16,000 debt write off

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Warm Homes Fund

- Free gas central heating and connection to gas mains (>23m)
- Free air source heat pumps
- Income less than £30,000 OR ill health
- Target properties existing solid fuel or electric central heating
- Countywide promotions

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MMB Case Study

- Electric central heating
- £4,300 of fuel debts over 3 year period
- Unusually high electricity bills
- Electric meter was 126% inaccurate
- New meter installed – debts reduced to £1,300
- Reworked fuel debts using accurate consumption history from the new electric meter
- Energy company wrote off the £4,300 energy debt

Altogether better





Altogether better



**Environment and Sustainable
Communities Overview and Scrutiny
Committee**



12 February 2021

Highways Maintenance

**Joint Report of Paul Darby, Interim Corporate Director of Resources
and Alan Patrickson, Corporate Director Neighbourhoods and
Climate Change**

Electoral division(s) affected:

Countywide

Purpose of the Report

- 1 To provide background information for Members of the Environment and Sustainable Communities Overview and Scrutiny Committee in relation to highways asset management service delivery.

Executive summary

- 2 Members will be provided with current data in relation to highways maintenance within the county together with relevant performance data.

Recommendations

- 3 It is recommended that:
 - the Environment and Sustainable Communities Overview and Scrutiny Committee note and comment on the information provided in the presentation; and
 - the Environment and Sustainable Communities Overview and Scrutiny Committee include in its future work programme for 2020/21 a progress update on highways maintenance in the county.

Background

- 4 At the Environment and Sustainable Communities Overview and Scrutiny Committee held on the 21st March 2019, the committee received a report providing an overview in relation to highways in the county. The report contained data in relation to the condition of highway assets, maintenance backlog and public satisfaction. However, the data available was dated 2018.

- 5 It was therefore agreed by Members at that meeting that the committee include in its work programme for 2020/21 a further highways assets management report which would include current data and provide Members with an overview footway maintenance within the county and relevant performance data.
- 6 Arrangements have been made for Paul Watson, Interim Strategic Highways Manager, to attend the meeting on 12th February 2021 to deliver a presentation.

Highways Maintenance

- 7 The Highways Act 1980 sets out the main duties of a local highway authority in respect of highways maintenance. In particular, Section 41 imposes a duty to maintain the adopted highway at public expense.
- 8 The Highways Act does not specify the level of maintenance although national Codes of Practice offer guidance in line with best practice. The purpose of highway maintenance is to maintain the highway network for the safe and convenient movement of people and goods.
- 9 The highway network is the council's largest and highest value asset. It is used every day by nearly all County Durham residents and businesses together with many visitors. The highway network is therefore fundamental to economic and social activity in County Durham.

Service Delivery Model

- 10 The current service delivery model for highway construction, maintenance and design is in-house plus top up which is alternatively known as a mixed economy model. This comprises of an in-house team of 267 staff in the Highway Services team supplemented by a competitively procured supply chain of external sub-contractors and joint procurement exercises through the North East Highways Alliance (NEHA). Approximately 50% of Highway Services work is delivered by in-house staff with 50% delivered through the supply chain.
- 11 In addition to highway maintenance, the Highway Services team delivers highway improvement and civil engineering works on behalf of the council.
- 12 The Strategic Highways team undertake the client, policy and asset management functions in relation to highway maintenance.

Inventory

- 13 The inventory is a database containing details of the individual assets that make up the highway network. It is vital to know what assets exist

and where so they can be inspected, surveyed and maintained to appropriate service levels.

14 The inventory at 31 March 2019 is summarised in the table below:

Asset	Unit	Adopted	DCC Unadopted	Private Unadopted	Total
Carriageway					
A	Km	414	0	0	414
B	Km	403	0	0	403
C	Km	693	0	0	693
Unclassified	Km	2,283	18	117	2,418
Sub-Total		3,793	18	117	3,928
Drainage					
Gullies	Number	110,633	1,371	3,864	115,868
Structures					
Road bridges	Number	487	0	0	487
Footbridges	Number	51	455	0	506
Street lighting					
Columns/ Lanterns	Number	82,423	0	0	82,423
Lit Signs	Number	5,737	0	0	5,737
Traffic Management					
Traffic lights	Number	69	0	0	69
Pedestrian crossings	Number	73	0	0	73
Unlit signs	Number	63,296	808	2,277	66,381
PROW/ bridleway signs	Number	4,312	0	0	4,312

Highway Maintenance Plan

15 The Highway Maintenance Plan sets out service levels for safety inspections, service inspections, condition surveys, reactive maintenance and routine maintenance and is available at the following link:

<http://www.durham.gov.uk/article/2378/Road-maintenance>

16 The main types of highway maintenance are:

Type of Maintenance	Description
Reactive	Responding to inspections, complaints, or emergencies
Routine	Regular consistent schedule, generally for patching, cleaning, grass cutting and landscape maintenance
Programmed	Flexibly planned schemes primarily of resurfacing, reconditioning and reconstruction

Highway Safety Inspection Regime

- 17 The council is committed to ensuring that the adopted highway is maintained in a safe condition as far as reasonably practicable. All adopted roads and footpaths in County Durham are inspected by the team of Highway Inspectors at a frequency appropriate to their usage which varies between 2 weeks and 12 months. Defects are assessed against intervention criteria set out in the Highway Safety Inspection Manual and reactive repairs are undertaken to those defects which exceed the intervention criteria in accordance with the response times set out in the Highway Maintenance Plan.
- 18 The council’s Highway Safety Inspection Manual and Highway Maintenance Plan are aligned with the National Code of Practice.
- 19 The council also rely on reports from the public to identify highway defects that may arise in between scheduled safety inspections. These should be reported to the Customer Services team by one of the following routes:
- website: <http://www.durham.gov.uk/reportit>.
 - email: help@durham.gov.uk; or
 - telephone: 03000 261000.

Condition Surveys

- 20 Condition surveys are primarily intended to identify deficiencies in the highway fabric which, if untreated, are likely to adversely affect its long-term performance and serviceability.
- 21 Condition surveys help determine programmed maintenance subject to the TAMP and available budgets.
- 22 The types of survey undertaken and frequencies are as follows:

Asset	Survey	Frequency
A - Roads	Surface Condition Assessment for the National Network of Roads (SCANNER)	100% surveyed in one direction only annually
B - Roads		100% surveyed in one direction only annually
C – Roads		100% surveyed in one direction only annually

Unclassified Roads (Cat 3a, 3b, 4a bus routes only)		One direction surveyed annually
Unclassified Roads	Coarse Visual Inspection (CVI)	Minimum 25% annually
Footway Hierarchy 1, 1a, 2, 3, 4	Footway Network Survey (FNS)	Minimum 25% annually
Carriageway Hierarchy 2 & 3a	Skid Resistance – using Sideway-force Coefficient Routine Investigation Machine (SCRIM)	Annually
Carriageway Hierarchy 3b, 4a and 4b		Not routinely undertaken
All locations	Vehicle Restraint Systems	On a 2-year cycle if more than 10 years old or a 5 year cycle if less than 10 years old
All highway structures with a span > 1.5m	Structures – General Inspections	Every 2 years
All principal road network and other significant structures	Structures – Principal Inspections	Frequency varies between 6 and 12 years depending upon risk assessment
Any structure identified through the general inspection or from reports	Structures – Special Inspections	As required
All structures on rivers subject to fast changing environment or deep water	Underwater Inspections	Every 2 years or following severe flood conditions

- 23 Despite the country being in the middle of a national pandemic due to COVID 19, we were still able to comply with national guidelines in respect of social distancing and continue with inspections and experienced minimal delay.

Transport Asset Management Plan

- 24 The Transport Asset Management Plan (TAMP) sets out the council's long-term plan for managing the highway asset by applying programmed capital maintenance subject to available budgets to maintain the condition of the highway. The TAMP applies asset management principles to ensure that the right maintenance treatment is selected at the right time to ensure a safe, serviceable and sustainable highway network. The TAMP is available at the following link:

<http://www.durham.gov.uk/article/2378/Road-maintenance>

25 The TAMP aims to minimise whole life costs but this is not always possible as budget constraints may result in not all the right treatments being undertaken at the right time particularly where there is an existing maintenance backlog. In this case the budget is prioritised based on the following criteria:

- safety;
- return on investment; and
- network hierarchy.

26 The council was the first highway authority in the United Kingdom to achieve British Standard BS ISO 55001:2014 Asset Management in 2015 and this quality management system underpins the council's asset management approach. Annual independent external audits provide assurances that asset management principles continue to underpin all areas of service delivery.

Condition

27 Condition is summarised as follows for the major asset groups:

Asset	Description	Performance					
		2016	2017	2018	2019	Good Condition Target	Fair Condition Target
Carriageway							
A – Roads	% where maintenance should be considered	4.1%	2.6 %	2.6%	3.0%	0.0%	4.0%
B – Roads		5.3%	4.7%	4.7%	3.3%	0.0%	4.0%
C – Roads		3.6%	3.7%	3.7%	2.3%	0.0%	4.0%
Unclassified Roads	% where maintenance should be considered	20.0%	20.0%	21.0%	21.3%	0.0%	8.0%
All Roads	% where maintenance should be considered	13.7%	13.5%	14.1%	11.7%	0.0%	6.4%
Footways	% structurally unsound	24.1%	22.8%	21.5%	20.9%	0.0%	5.0%

Structures	Bridge Condition Index – Principal roads	88.3	80.0	80.7	80.7*	100.0	95.0
	Bridge Condition Index – Non-Principal Roads	83.7	81.0	79.9	79.9*	100.0	95.0
	Other (using form of Bridge Condition Index)	66.0	66.0	66.0	66.0*	100.0	85.0
Street Lighting	% columns > 40 years	14.9%	15.3%	13.3%	13.9%	0.0%	5.0%
	% lanterns > 20 years	25.8%	18.3%	15.8%	15.3%	0.0%	5.0%
	% lit signs where replacement should be considered	17.9%	17.1%	17.1%	18.8%	0.0%	5.0%

- 28 The good condition target represents where the maintenance backlog will be zero with no defects. This is an ideal theoretical target which is not realistic in practice.
- 29 The fair condition target represents a realistic target of acceptable condition subject to available funding.
- 30 The condition of the A, B, and C roads is good overall. The condition of unclassified roads remains constant, but the high percentage requiring treatment remains a key issue.
- 31 The condition of footways is showing a gradual improvement but still remains a key issue.

Highway Structures Condition

- 32 The condition of the bridge stock is measured by the use of a Bridge Condition Indicator (BCI). This provides a measure of the physical condition of the highway bridge stock.

- 33 The annual condition is determined by improvement works carried out during the year together with the annual inspection of the stock undertaken that year which will determine its rate of deterioration.
- 34 The BCI scores range from 100 (best possible condition) to 0 (worst possible condition) and can be interpreted broadly as the “percentage service potential” of a structure. Thus, a value of 100 implies that the structure has retained 100% of its service potential; a value of 60 implies that the structure has lost 40% of its service potential; while a value of 0 implies that the structure is no longer serviceable.
- 35 Durham County Council uses the Bridge Condition Indicators developed by the County Surveyors Society and Highways England. The severity, extent and priority of defects on highway structures are recorded as part of the principal and general inspections which are used to produce Condition Indicators for individual structural elements on a bridge, for a bridge as a whole and finally for the overall inventory of highway bridges.
- 36 The following table explains the range of BCI scores in more detail:

BCI Range	Comments
<u>$90 \leq x \leq 100$</u>	Bridge stock is in a very good condition. Very few bridges may be in a moderate to severe condition.
<u>$80 \leq x < 90$</u>	Bridge stock is in a good condition. Some bridges may be in a severe condition. Potential for rapid decrease in condition if sufficient maintenance funding is not provided. Minor to moderate backlog of maintenance work.
<u>$65 \leq x < 80$</u>	Bridge stock is in a fair condition. A number of bridges may be in a severe condition. Maintenance work historically underfunded and there is a moderate to large backlog of maintenance work. Essential work dominates spending.
<u>$40 \leq x < 65$</u>	Bridge stock is in a poor condition. Many bridges may be in a severe condition. Maintenance work historically significantly underfunded and there is a large to very large backlog of maintenance work. A significant number of structures likely to be closed have temporary measures in place or other risk mitigation measures. Essential work dominates spending.
<u>$0 \leq x < 40$</u>	Bridge stock is in very poor condition. Many bridges may be unserviceable or close to it. Historical maintenance work grossly underfunded and a very large maintenance backlog. Only essential maintenance work performed. Many structures likely to be closed have temporary measures in place or other risk mitigation measures. All spend likely to be on essential maintenance.

- 37 The overall average condition of the bridge stock is good. However, further investment is required to maintain the bridge stock in a “steady state” condition.
- 38 Technical Services prepared a structures maintenance bid the Department for Transport’s Challenge Fund and were awarded £5million for the repair of New Elvet Bridge. This scheme commenced In the Summer of 2020 and is scheduled to be completed September 2021.

Footway Condition

- 39 The Council carries out a variety of maintenance schemes throughout the year to deliver a safe, serviceable and sustainable network. These include:
- (i) Minor patching works
 - (ii) Footpath surface treatments
 - (iii) Resurfacing works
 - (iv) Full reconstruction.
- 40 Cyclic safety inspections are carried out to specific frequencies that are determined by a number of local factors including traffic volume and composition, use with particular reference to the vulnerable, importance of the route to access local facilities, accident history and traffic sensitivity
- 41 Safety inspections are undertaken by a team of 16 Highways Inspectors who complete over 11,000 cyclic planned inspections each year throughout the County. The frequency is identified in the Highway Safety Inspection Manual after taking into account the factors detailed above.

Category	Name	Description	Frequency
1a	Prestige Walking Zone	Very busy areas of towns and cities with high public space and streetscene contribution	2 weekly
1	Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes.	1 month
2	Secondary Walking Routes	Medium use routes through local areas feeding into primary routes, local shopping centres.	3 months
3	Link Footways	Linking local access footways through urban areas and busy rural footways.	6 months
4	Local Access Footways	Footways associated with low use, short estate roads to the main routes and cul-de-sacs.	1 year

- 42 The Highway Inspector will then apply a risk-based approach to initiating a repair of the identified defect based on their local knowledge, the number and composition of road users and the risk of injury. The defect is then identified for repair within agreed response times as detailed in the Highway Safety Inspection Manual.
- 43 Since 2017/18 to December 2020 the Council has repaired over 67,000 defects at a cost of over £3.6million.
- 44 Footpath inspections assist in the development of future capital footpath works alongside the Footway Network Surveys, reported CRNs, third party highway claims and member queries.
- 45 An annual programme of footway capital works is identified and approved to provide a longer lasting, relatively maintenance free, safe and sustainable surface for pedestrians.
- 46 In the last 5 years there has been over £26 million invested in the footway capital programme.

Maintenance Backlog

- 47 The maintenance backlog is the value of maintenance required to bring the highway asset up to good condition. Good condition represents where the maintenance backlog will be zero with no defects. This is an ideal theoretical target which is not realistic in practice and therefore nearly every highway authority has a significant maintenance backlog.
- 48 The maintenance backlog for the adopted highway over the past 5 years is summarised as follows:

Maintenance Backlog	31 March £Millions				
	2015	2016	2017	2018	2019
Carriageways					
Strengthen	16.0	13.0	9.1	5.7	5.5
Resurface	31.6	27.5	22.0	16.1	12.1
Surface Improvement	8.8	13.0	18.5	27.6	31.4
Edge Improvement	2.8	3.8	3.2	3.3	2.6
Sub-Total	66.8	59.2	57.3	52.8	52.7
Kerbing	20.2	18.4	18.5	18.5	18.5
Drainage	5.8	5.6	5.6	5.6	5.6
Road Markings	0.5	0.9	0.9	0.9	0.9
Footways					
Reconstruction	25.0	21.7	17.4	16.3	15.8
Overlay/Relay/Flagging	6.4	6.2	5.6	5.7	5.2

Repair/Relay	11.8	17.0	19.0	15.5	20.1
Surface Improvement	3.6	2.6	2.8	3.0	4.0
Sub-Total	47.7	47.5	44.8	40.5	35.1
Structures	22.4	36.0	42.0	40.6	40.6
Street Lighting					
Column Replacements	14.7	12.5	12.7	11.3	11.6
Luminaire Replacements	7.5	8.3	5.3	4.6	4.3
Lit sign Replacements	1.3	1.3	1.3	1.2	1.3
Sub-Total	23.5	22.1	19.2	17.1	17.2
Traffic Management	1.0	1.0	1.0	1.0	1.0
Street Furniture	2.4	2.8	2.8	2.8	2.1
Total	181.1	191.7	187.6	179.7	172.6

- 49 As can be seen from the above, the maintenance backlog in relation to carriageways, footways and street lighting has reduced since 2015.
- 50 However, the maintenance backlog for structures has risen. This is due mainly to improved condition data more accurately reflecting the condition of bridges.
- 51 The council's maintenance backlog is broadly in line with other councils on average taking into account the size of the highway network.

Public Satisfaction

- 52 The council participates in the National Highways & Transportation (NHT) Public Satisfaction Survey which is undertaken by IPSOS/MORI.
- 53 The results are summarised as follows:

Key Benchmark Indicator (KBI)	% Public Satisfied (Year)					
	2010	2011	2012	2014	2016	2018
Overall						
<i>KBI 01 - Overall (local)</i>						
Durham County Council	55.9	54.6	58.4	57.0	58.0	57.0
North East	57.8	55.5	57.9	57.5	57.0	56.0
National Average	56.2	55.4	55.9	55.3	55.0	53.0
<i>KBI 02 - Overall (national)</i>						
Durham County Council	55.8	54.4	58.3	57.0	58.0	57.0
North East	57.7	55.4	57.8	57.4	57.0	56.0
National Average	56.2	55.4	55.9	55.3	55.0	53.0
Highway Maintenance						
<i>KBI 23 - Condition of highways</i>						
Durham County Council	37.5	33.8	37.7	38.2	45.0	38.0
North East	40.3	32.6	38.4	37.5	41.0	33.0
National Average	38.6	34.7	36.6	34.4	38.0	31.0
<i>KBI 24 - Highway maintenance</i>						

Durham County Council	48.3	46.2	47.8	49.4	55.0	53.0
North East	50.7	47.0	49.1	49.4	53.0	51.0
National Average	50.2	49.3	49.0	49.4	53.0	51.0
KBI 25 - Street lighting						
Durham County Council	70.6	70.6	72.9	69.7	65.0	62.0
North East	72.6	70.8	71.1	70.3	68.0	67.0
National Average	68.8	68.2	67.4	66.9	66.0	65.0
KBI 26 - Highway enforcement/obstructions						
Durham County Council	47.9	49.3	49.8	47.7	50.0	51.0
North East	51.0	50.3	51.0	48.5	50.0	50.0
National Average	50.5	52.2	50.4	48.2	49.0	49.0

54 The results above show that the council is above the national and North East average for all but one of the above indicators.

55 Street lighting satisfaction has declined, and this is believed to be due to the Street Lighting Energy Reduction Project. A lot of residents object to the removals which are proving to be controversial and a small proportion of residents object to the new LED lights which reduce light spillage which used to light up their properties.

Budget

56 The budget for programmed capital maintenance is summarised as follows:

Funding Stream	Year Ending 31 March £'000s								
	2014	2015	2016	2017	2018	2019	2020	2021	2022*
Local Transport Plan	10,132	9,780	11,886	10,896	10,567	9,564	9,564	9,564	9,564
Challenge Fund	0	0	0	0	0	0	0	4,000	0
Detrunked Highway	0	0	0	0	0	0	0	0	0
Incentive Fund	0	0	0	666	1,016	2,008	1,992	1,992	1,992
Section 31	1,836	1,007	0	0	0	0	0	0	0
Severe Weather	0	1,242	1,100	0	0	0	0	0	0
Potholes Fund	0	2,197	0	784	1,580	1,297	662	8,448	6,498*
Productivity Fund	0	0	0	0	1,830	0	0	0	0

Highway Maintenance Fund	0	0	0	0	0	5,269	0	0	0
Sub-Total	11,968	14,226	12,986	12,346	14,993	18,138	12,218	24,004	18,054
Durham County Council Funding									
Highway Maintenance	2,912	5,404	4,811	6,911	9,054	7,786	8,864	10,431	7,300
Total	14,880	19,630	17,797	19,257	24,047	25,924	21,082	34,435	25,354

*Projected DfT contribution not yet verified.

- 57 Despite unprecedented reductions in government funding since 2010, the council has protected and continued to prioritise investment in programmed capital maintenance. Indeed funding has steadily risen; the council's contribution to programmed capital maintenance in 2010/11 was £0.7 million however this has increased to £10.43 million in 2020/21.
- 58 The DfT provides the majority of the funding for programmed capital maintenance. This funding is not ring-fenced but the council has always allocated it fully to highway maintenance and every opportunity is taken to secure additional funding.

Investment Levels

- 59 The TAMP measures the current and projected condition of the asset for a given level of investment in programmed capital maintenance.
- 60 The council have modelled the following investment levels as stated in the policy:

Investment Level – Programmed Capital Maintenance	1 April 2017 Prices (£ millions)		
	One Off Capital Cost	Annual Average Capital Cost	Annual Average Capital Cost (Once Backlog Cleared)
Projected Budget	N/A	£17.8	N/A
Steady State Condition	N/A	£21.8	N/A
Eliminate highway maintenance backlog over 1 year then maintain at steady state condition	£172.6	N/A	£21.5
Eliminate highway maintenance backlog over 30 years then maintain at steady state condition	N/A	£29.2	£21.5

- 61 The projected budget is an indicative annualised figure of the expected budget and the actual budget may be greater or less depending upon DfT and council funding.
- 62 The steady state condition investment level is where the budget is set to keep the current condition constant after allowing for annual average deterioration. The steady state condition investment level is calculated using nationally accredited lifecycle planning models which are based on current condition projected forward for average annual deterioration over a period of 30 years.

Department for Transport's Incentive Fund

63 The council has achieved the maximum Band 3 efficiency rating under the DfT's Incentive Fund which was introduced in 2016. Durham was one of only two highway authorities to achieve this maximum efficiency rating out of 119 participating highway authorities in England in 2016 and has maintained the maximum Band 3 efficiency rating in 2019. This rating will help ensure the council maximises funding from the DfT's Incentive Fund going forward.

64 The council was praised by Andrew Jones MP, Parliamentary Under Secretary of State for Transport, at a speech to the Road Surface Transport Association Conference on 7 April 2016:

"I would particularly like to mention what we now know are the two top performing Highway Authorities in the country; Durham and Lincolnshire. They scored highly against all 22 criteria and they will receive the maximum possible funding. I would urge the other Authorities to look closely at how Durham and Lincolnshire are running such an efficient operation."

"Places like Durham and Lincolnshire are showing what's possible. By following their lead, we'll have a better road network that better meets the needs of the nation".

North East Highway Alliance

65 The council has led the development and implementation of the North East Highways Alliance which was formally established in September 2013. This is a forum for collaborative working for all 12 North East councils. The North East Highways Alliance has delivered a number of initiatives that are helping all councils involved, including Durham, maximise efficiencies in highways through collaborative procurement and knowledge sharing.

66 This partnership working together with ongoing collaborative working of the in-house Highway Services team with the supply chain of competitively procured external sub-contractors has led to the council

being one of the first in the UK to be awarded British Standard BS11000 – Collaborative Business Relationships.

Plastic Roads and Rubber Crumb Surfacing

- 67 The Council has continued working with Rainton Construction in ensuring that plastic and rubber crumb is used in surfacing schemes throughout the county.
- 68 The Council continues to review opportunities for further improvement and innovation including the use of new materials.
- 69 The council continues to review opportunities for further improvement and innovation including the use of new materials. These were the first trials in the North East and the largest undertaken nationally at the time.
- 70 Using plastic and rubber crumb in roads reduces the amount of bitumen required in the binder. The benefits of this are:
- provide an outlet for single use plastic and rubber that would otherwise be sent to landfill or incinerated; and
 - reduces the amount of bitumen required which reduces fossil fuels and carbon emissions and thus contributing to arresting climate change.

Conclusion

- 71 The report provides a comprehensive update on how highway maintenance is managed and delivered in County Durham.
- 72 This includes the key policies, inventory, condition, maintenance, backlog, funding and performance.
- 73 The report also explains the detailed spend and rationale behind the monitoring of condition, repair and maintenance for footways.

Background papers

- Highway Maintenance Plan
- Transport Asset Management Plan – Annual Update, Cabinet Report dated 16 December 2020

Other useful documents

- None

Contact: Paul Watson

Tel: 03000 268166

Appendix 1: Implications

Legal Implications

Durham County Council, as the local Highway Authority, has a statutory duty under the Highways Act 1980 to maintain the adopted highway at public expense.

Finance

As detailed in the report.

Consultation

None.

Equality and Diversity / Public Sector Equality Duty

None.

Climate Change

Resurfacing schemes use plastic and rubber crumb from tyres in their manufacture. This reduces the amount of bitumen needed to bind surfaces, thus reducing fossil fuels and carbon emissions and contributes to the Council's efforts to arrest climate change.

Human Rights

None.

Crime and Disorder

None.

Staffing

Highway maintenance is delivered by the Council's in-house Highway Services team supported by a supply chain of competitively procured external sub-contractors.

Accommodation

None.

Risk

None.

Procurement

External sub-contractors are procured through a competitive tendering process which is reviewed on a regular basis to ensure value for money is achieved.

Highways Maintenance



Environment and Sustainable Communities Overview and Scrutiny Meeting 12th February 2021

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Introduction

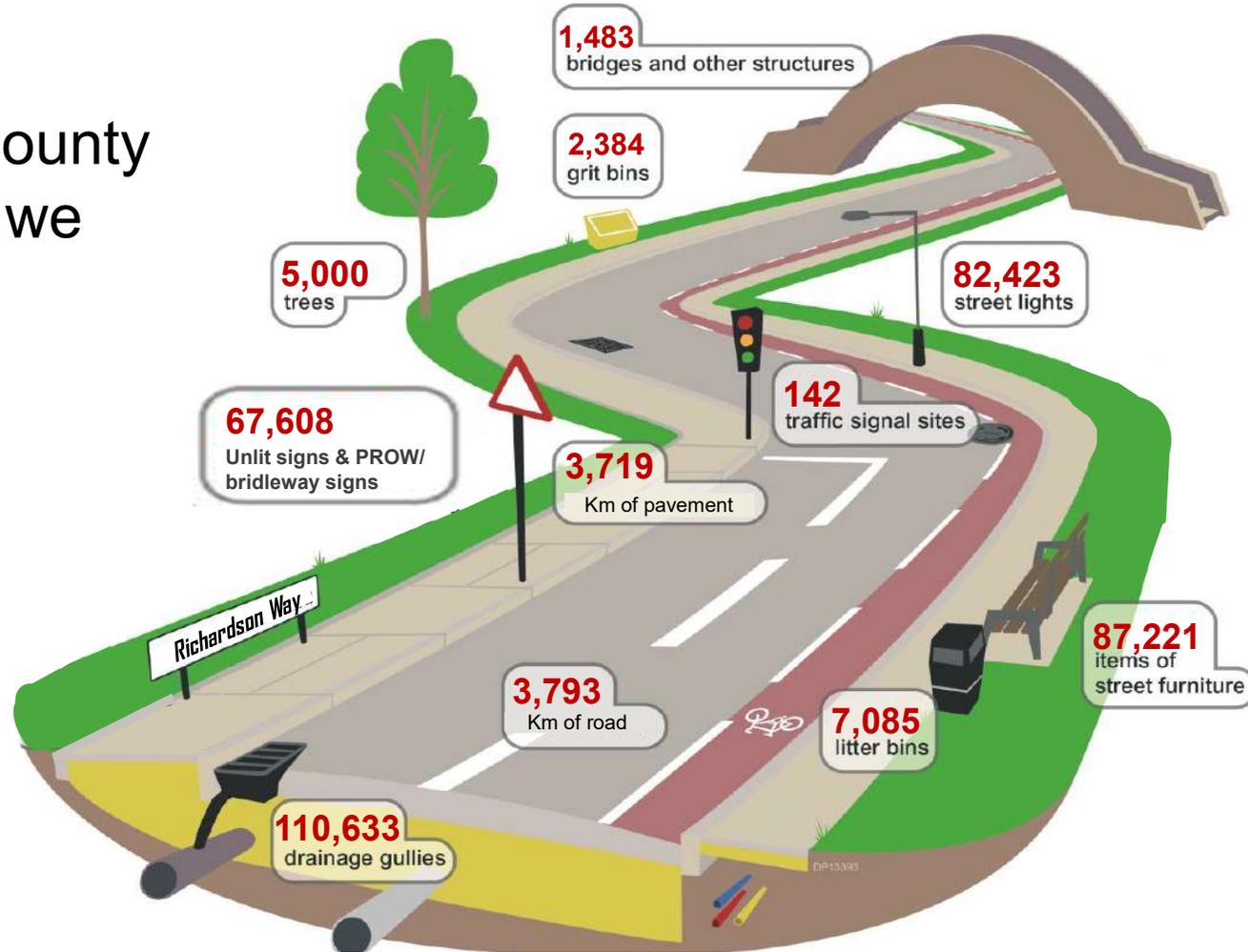
- The **Highway Maintenance Plan** sets out the Council's inspection, condition survey, reactive and routine maintenance service levels
- The **Transport Asset Management Plan (TAMP)** sets out the long term plan for managing the highway asset by applying programmed maintenance

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Highway Inventory

Across County Durham, we have...



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Highway Inspections

Inspection Type	Description	Assets/Routes
Safety inspection	Safety inspections are designed to identify all defects that are likely to create danger or serious inconvenience to users of the network or the wider community	Carriageways, Footways and Cycle Routes
Service inspection	Service inspections are detailed inspections tailored to the requirements of particular highway assets to ensure that they meet requirements for serviceability	Street Lighting, Structures, Highway Trees, Traffic Signals

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Condition Surveys

Asset	Survey	Frequency
A - Roads	Surface Condition Assessment for the National Network of Roads (SCANNER)	100% surveyed in one direction only annually
B - Roads		100% surveyed in one direction only annually
C – Roads		100% surveyed in one direction only annually
Unclassified Roads (Cat 3a, 3b, 4a bus routes only)		One direction surveyed annually
Unclassified Roads	Coarse Visual Inspection (CVI)	Minimum 25% annually
Footway Hierarchy 1, 1a, 2, 3, 4	Footway Network Survey (FNS)	Minimum 25% annually
Carriageway Hierarchy 2 & 3a	Skid Resistance – using Sideway-force Coefficient Routine Investigation Machine (SCRIM)	Annually
Carriageway Hierarchy 3b, 4a and 4b		Not routinely undertaken
All locations	Vehicle Restraint Systems	On a 2 year cycle if more than 10 years old or a 5 year cycle if less than 10 years old
All highway structures with a span > 1.5m	Structures – General Inspections	Every 2 years
All principal road network and other significant structures	Structures – Principal Inspections	Frequency varies between 6 and 12 years depending upon risk assessment
Any structure identified through the general inspection or from reports	Structures – Special Inspections	As required
All structures on rivers subject to fast changing environment or deep water	Underwater Inspections	Every 2 years or following severe flood conditions

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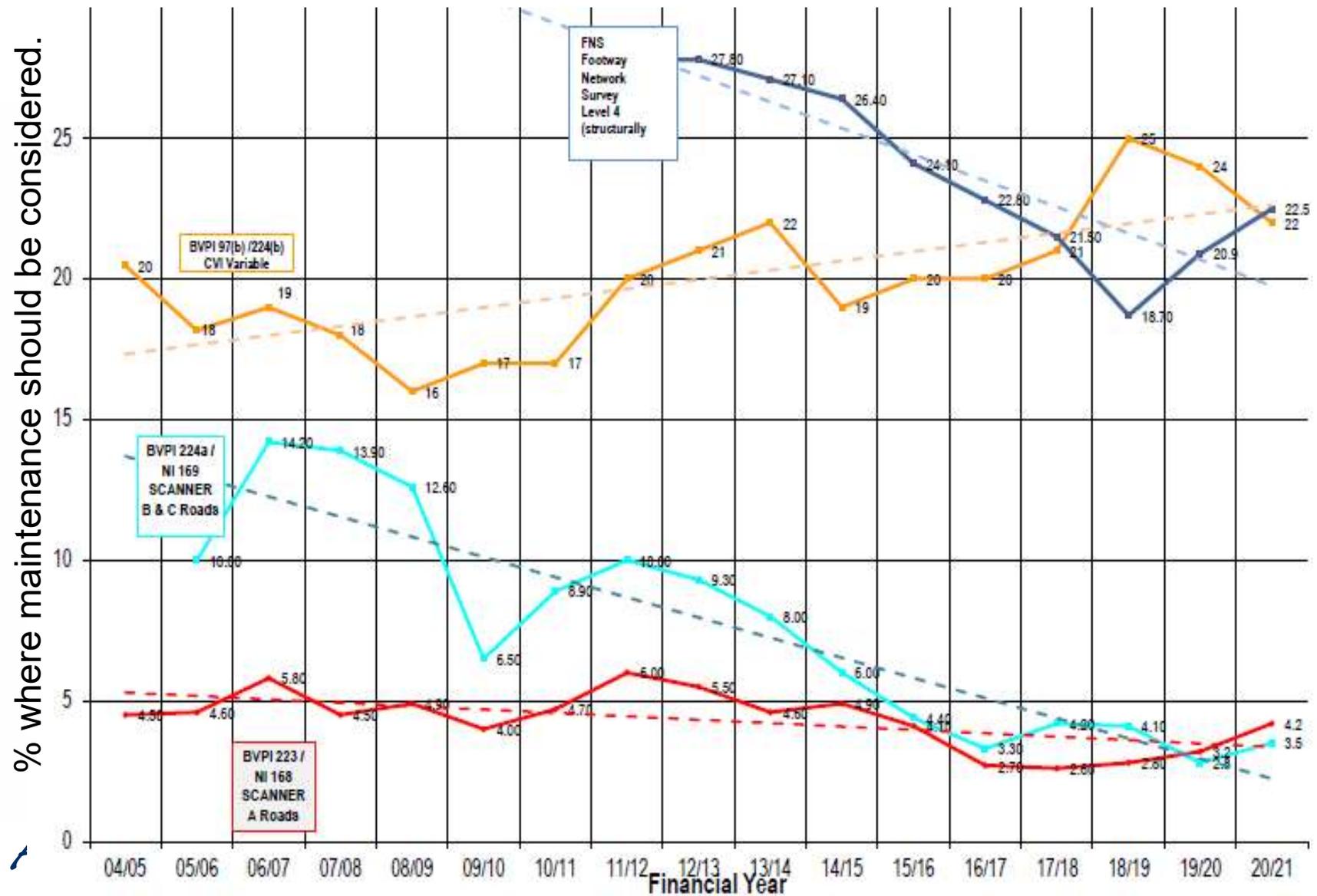


Major Groups - Asset Condition (1)

Asset	Description	Performance					
		2016	2017	2018	2019	Good Condition Target	Fair Condition Target
Carriageway							
A – Roads	% where maintenance should be considered	4.1%	2.6 %	2.6%	3.0%	0.0%	4.0%
B – Roads		5.3%	4.7%	4.7%	3.3%	0.0%	4.0%
C – Roads		3.6%	3.7%	3.7%	2.3%	0.0%	4.0%
Unclassified Roads	% where maintenance should be considered	20.0%	20.0%	21.0%	21.3%	0.0%	8.0%
All Roads	% where maintenance should be considered	13.7%	13.5%	14.1%	11.7%	0.0%	6.4%
Footways	% structurally unsound	24.1%	22.8%	21.5%	20.9%	0.0%	5.0%

Altogether better

Road and Footway Condition



Major Groups - Asset Condition (2)

Street Lighting

Asset	Description	Performance					
		2016	2017	2018	2019	Good Condition Target	Fair Condition Target
Street Lighting	% columns > 40 years	14.9%	15.3%	13.3%	13.9%	0.0%	5.0%
	% lanterns > 20 years	25.8%	18.3%	15.8%	15.3%	0.0%	5.0%
	% lit signs where replacement should be considered	17.9%	17.1%	17.1%	18.8%	0.0%	5.0%

Altogether better

Major Groups - Asset Condition (3)

Structures

Asset	Description	Performance					
		2016	2017	2018	2019	Good Condition Target	Fair Condition Target
Structures	Bridge Condition Index – Principal roads	88.3	80.0	80.7	80.7*	100.0	95.0
	Bridge Condition Index – Non-Principal Roads	83.7	81.0	79.9	79.9*	100.0	95.0
	Other (using form of Bridge Condition Index)	66.0	66.0	66.0	66.0*	100.0	85.0

Structures – Bridge Condition Index (BCI)

BCI Range	Description
<u>90 ≤ x ≤ 100</u>	Bridge stock is in a very good condition. Very few bridges may be in a moderate to severe condition.
<u>80 ≤ x < 90</u>	Bridge stock is in a good condition. Some bridges may be in a severe condition. Potential for rapid decrease in condition if sufficient maintenance funding is not provided. Minor to moderate backlog of maintenance work.
<u>65 ≤ x < 80</u>	Bridge stock is in a fair condition. A number of bridges may be in a severe condition. Maintenance work historically underfunded and there is a moderate to large backlog of maintenance work. Essential work dominates spending.
<u>40 ≤ x < 65</u>	Bridge stock is in a poor condition. Many bridges may be in a severe condition. Maintenance work historically significantly underfunded and there is a large to very large backlog of maintenance work. A significant number of structures likely to be closed have temporary measures in place or other risk mitigation measures. Essential work dominates spending.
<u>0 ≤ x < 40</u>	Bridge stock is in very poor condition. Many bridges may be unserviceable or close to it. Historical maintenance work grossly underfunded and a very large maintenance backlog. Only essential maintenance work performed. Many structures likely to be closed have temporary measures in place or other risk mitigation measures. All spend likely to be on essential maintenance.

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Footways

- DCC has a Statutory Duty to inspect and Maintain the adopted highway network as outlined in Section 41 of the Highways Act 1980
- DCC has developed a Highway Safety Inspection Manual (HSIM) aligned to the National Code of Practice (CoP) for Well Managed Highway Infrastructure to ensure we adhere to our statutory duty.
- Safe, serviceable and sustainable network.

Footways Management

- In accordance with the CoP DCC undertakes 3 types of inspections:
 - Safety Inspections
 - Service Inspections
 - Structural Condition Surveys (DFT requirement)

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Footways – Safety Inspections

- Cyclic safety inspections are carried out to specific frequencies. Inspection frequencies are determined by a number of factors including:
 - Category within the highway network
 - Character and traffic volume
 - Current and proposed usage
 - Routes to important local facilities (schools, hospitals etc..) and to the strategic network
 - Traffic sensitive routes
 - Accident history
 - Vulnerable users or people with special needs
 - Local knowledge / expertise

Altogether better



Footways Inspections Frequency

Category	Name	Description	Frequency
1a	Prestige Walking Zone	Very busy areas of towns and cities with high public space and streetscene contribution	2 weekly
1	Primary Walking Routes	Busy urban shopping and business areas and main pedestrian routes.	1 month
2	Secondary Walking Routes	Medium use routes through local areas feeding into primary routes, local shopping centres.	3 months
3	Link Footways	Linking local access footways through urban areas and busy rural footways.	6 months
4	Local Access Footways	Footways associated with low use, short estate roads to the main routes and cul-de-sacs.	1 year

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Footways

- 16 Highway Inspectors undertake **11,232** cyclic planned safety inspections each year throughout the County.
- Defects are repaired within response times using a risk based approach, determined by the inspection frequency in the HSIM as either:
 - 72 hours - Category 1 defect
 - 14 days – Category 2.1 defect
 - 3 months – Category 2.2 defect

Footways

Footpath defects include:

- Potholes
- Depressions
- Cracks / Gaps
- Vertical face / trip
- Rocking / displaced / damaged kerbs

Footpath inspections assist in developing the future capital programme for footpath works.

Year	Number of Defects	Cost to repair
2017/18	17,506	£1,086,401
2018/19	20,017	£1,145,968
2019/20	19,723	£822,899
2020/21 (April – Dec)	10,071	£625,970

Footways – Capital Schemes

Schemes are determined by:

- Footway Network Surveys where the visual condition of the adopted footway network is independently assessed.
- Highway Inspectors identifying schemes from their routine network inspections.
- Complaints or third party claims made against DCC.

Year	Capital Footways Investment Total
2015/16	£ 2,610,762
2016/17	£ 3,843,041
2017/18	£ 6,415,719
2018/19	£ 8,875,923
2019/20	£ 5,099,715

Maintenance Backlog

Maintenance Backlog	31 March £Millions				
	2015	2016	2017	2018	2019
Carriageways	66.8	59.2	57.3	52.8	52.7
Kerbing	20.2	18.4	18.5	18.5	18.5
Drainage	5.8	5.6	5.6	5.6	5.6
Road Markings	0.5	0.9	0.9	0.9	0.9
Footways	47.7	47.5	44.8	40.5	35.1
Structures	22.4	36.0	42.0	40.6	40.6
Street Lighting	23.5	22.1	19.2	17.1	17.2
Traffic Management	1.0	1.0	1.0	1.0	1.0
Street Furniture	2.4	2.8	2.8	2.8	2.1
Total	181.1	191.7	187.6	179.7	172.6

From 2015-2019 DfT investment = £73m and DCC investment = £34m

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Highways Assets - Performance

- DfT Incentive Fund:
 - Maximum Band 3 rating maintained in 2017, 2018 and 2019
- ISO 55001:2014 Asset Management
- National Highways and Transportation (NHT) Public Satisfaction Survey
 - Above National and North East average for 5 out of 6 indicators

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Innovation - Plastic Roads and Rubber Crumb

DCC working in partnership with Rainton Construction to use plastic and rubber crumb in surfacing schemes.

- Outlet for single use plastics and rubber
- Reduces amount of bitumen required
 - Contributes to climate change by reducing fossil fuels and carbon emissions.

Altogether better



Innovation - GOVTECH

- DCC working in partnership Blaenau-Gwent and two external companies through a DfT funded project.
- Assist with defect identification, assessing network condition and ultimately scheme identification.

Altogether better



**Thank you –
any questions?**

Altogether better



**Environment and Sustainable
Communities Overview and Scrutiny
Committee**



12 February 2021

**Neighbourhoods & Climate Change –
Quarter 2: Forecast of Revenue and
Capital Outturn 2020/21**

Report of Corporate Directors

Paul Darby, Interim Corporate Director of Resources

**Alan Patrickson, Corporate Director Neighbourhoods & Climate
Change**

Electoral division(s) affected:

Countywide

Purpose of the Report

- 1 To provide details of the forecast outturn budget for this service area highlighting major variances in comparison with the budget, based on the position to the end of Quarter 2 (30 September 2020).

Executive summary

- 2 This report provides an overview of the updated forecast of outturn, based on the position at Quarter 2, 2020/21. It provides an analysis of the budgets and forecast outturn for the service areas falling under the remit of this Overview and Scrutiny Committee and complements the reports considered and agreed by Cabinet on a quarterly basis.
- 3 The updated position is that there is a forecast revenue break-even position, against a revised budget of £108.999 million.
- 4 In arriving at the cash limit position, COVID-19 related expenditure and lost income of £13.513 million, offset by COVID-19 related savings of £105,000 have been excluded from the forecasts. COVID-19 related costs are being treated corporately and offset by Government funding so far as is possible, though forecast net costs currently exceed the grant that has been made available.

- 5 The revised service capital budget is £40.094 million and this is forecast to be fully spent by year-end.
- 6 Details of the reasons for under and overspending against relevant budget heads is disclosed in the report.

Recommendation(s)

- 7 Environment and Sustainable Communities Overview and Scrutiny Committee is requested to note the contents of this report.

Background

- 8 County Council approved the Revenue and Capital budgets for 2020/21 at its meeting on 26 February 2020. These budgets have subsequently been revised to account for changes in grant (additions/reductions), budget transfers between service groupings and budget re-profiling between years (in terms of capital). This report covers the financial position for the following budgets of the services within the scope of this committee;
 - (a) Revenue Budget - £108.999million
 - (b) Capital Programme – £40.094 million
- 9 The summary financial statements contained in the report cover the financial year 2020/21 and show: -
 - (a) The approved annual budget;
 - (b) The forecast of income and expenditure as recorded in the Council's financial management system;
 - (c) The variance between the annual budget and the forecast outturn;
 - (d) For the revenue budget, adjustments for items outside of the cash limit (outside of the Service's control) to take into account such items as redundancies met from the strategic reserve, capital charges and use of / or contributions to earmarked reserves.

Forecast Revenue Outturn 2020/21

- 10 The service is reporting a **cash limit break-even position** against a revised budget of £108.999 million.
- 11 The following table shows the revenue outturn position analysed by Head of Service area.

Service Budget - Analysis by Head of Service £'000

Head of Service	2020/21 Budget £'000	Forecast Of Outturn £'000	Variance (under) / over spend £'000	Net Covid Adjustment £'000s	Items Outside Cash Limit – Transfers to / From Reserves £'000	Cash Limit Variance QTR2 £'000
Central Costs	33,344	33,194	(150)	0	0	(150)
Environmental Services	50,186	59,640	9,454	(8,975)	(404)	75
Technical Services	13,429	14,752	1,323	(1,121)	0	202
Community Protection	4,396	4,401	5	(67)	8	(54)
Partnerships & Community Engagement	7,645	10,644	2,999	(3,244)	169	(77)
NET EXPENDITURE	108,999	122,630	13,631	(13,407)	(227)	(3)

Cash Limit Outturn – Explanation of Over and Under Spending

- 12 The forecast revenue outturn for 2020/21 is a break-even cash limit position, after taking account of the forecast use of reserves, and items outside the cash limit.
- 13 The main reasons accounting for the outturn position are shown below:
- Environmental Services is forecast to overspend by £75,000. There are overspends relating to pay re-grading for Refuse Collection drivers of £0.206 million and Neighbourhood Wardens of £0.188 million, along with unachieved MTFP savings within Fleet of £0.166 million and in Clean & Green of £73,000. Income at the Joint Stocks site has underachieved by £0.330 million for power generation and £53,000 for soil importation. These overspends have however largely been offset by a combination of increased income from Garden Waste signups (£0.131 million), an underspend on power generation equipment maintenance (£0.106 million), underspends due to vacant posts (£0.163 million), £63,000 in additional SLA income, savings due to delays in implementing the two new refuse collection (£0.330 million), and delays in appointing the new Neighbourhood Wardens (£0.148 million). The service received full year budget growth in 2020/21 for the new refuse rounds and the additional

Neighbourhood Wardens, meaning that the delays in implementation are producing one-off underspends in the current year.

- Technical Services is forecast to overspend by £0.202 million. There are employee vacancy savings of £0.293 million, along with additional income of £67,000 relating to permit income and other fees and charges in Strategic Highways. There is also a £0.123 million underspend due to savings on electricity charges. These savings are partially offset however by a predicted overspend in winter maintenance costs of £0.420 million after fully utilising the remaining winter maintenance reserve, and also overspends of £0.265million on agency costs relating to condition surveys, contractor costs and rechargeable works.
- Partnerships & Community Engagement is forecast to underspend by £77,000. This is mainly due to a managed underspend in Supplies and Services, that will be utilised in 2021/22 for a delayed MTFP saving.
- Consumer Protection is forecast to underspend by £54,000. There are a number of vacant posts resulting in an underspend of £0.243 million, but these are partially offset by £0.111 million costs relating to unbudgeted staff regradings and £78,000 under achieved licensing income.

- 14 **Appendix 2** provides a more detailed breakdown of variations across the service area contained within the revenue budget.

Capital Programme

- 15 The capital programme was revised in May for budget re-phased from 2019/20. This increased the 2020/21 original budget. Further reports to the MOWG detailed further revisions, for grant additions/reductions, budget transfers and budget re-profiling into later years. The revised budget now stands at **£40.094million**.
- 16 Summary financial performance to the end of September is shown below.

Service	Original Annual Budget 2020/21 £000	Revised Annual Budget 2020/21 £000	Forecast Outturn 2020/21 £000	Variance 2020/21 £000
Environmental Services	6,237	4,543	4,543	0
Technical Services	30,954	30,252	30,252	0
Partnerships & Community Engagement	5,972	5,193	5,193	0
Community Protection	106	106	106	0
Total	43,269	40,094	40,094	0

- 17 As at 31 March 2020, the capital programme for 2020/21 was £43.269 million. The capital budget has subsequently been adjusted at MOWG meetings during the year as a result of additional funding sources being identified, along with virements into future years, and this has now resulted in a revised 2020/21 Capital Programme of £40.094 million. It is currently anticipated that the full budget will be spent in 2020/21.

Background papers

- County Council Report (26 February 2020) – Medium Term Financial Plan 2020/21 to 2023/24 and Revenue and Capital Budget 2020/21.
- Cabinet Report (18 November 2020) – Forecast of Revenue and Capital Outturn 2020/21 – Period to 30 September 2020.

Contact: Philip Curran

Tel: 03000 261967

Appendix 1: Implications

Legal Implications

Not applicable.

Finance

Financial implications are detailed throughout the report which provides an analysis of the revenue and capital projected outturn position.

Consultation

Not applicable.

Equality and Diversity / Public Sector Equality Duty

Not applicable.

Human Rights

Not applicable.

Crime and Disorder

Not applicable.

Staffing

Not applicable.

Accommodation

Not applicable.

Risk

The consideration of regular budgetary control reports is a key component of the Council's Corporate and Financial Governance arrangements.

Procurement

Not applicable.

Appendix 2: Heads Of Service Analysis – Environmental Services

	Variance	Explanation
Head of Environment	0	No variance
Environment & Design	(13)	Minor variance
North Penines AONB	0	No variance
Clean & Green	(53)	<p>£73k overspend due to unachieved 18/19 savings</p> <p>(£38k) underspend re unbudgeted Commuted Sums from developers</p> <p>£65k overspend on 3 unbudgeted posts at Wharton park (Programme Officer and 2 x apprentices)</p> <p>£30k overspend on 1 unbudgeted post for Playing Fields & Pitches</p> <p>(£60k) overachievement of SLA income</p> <p>(£48k) underspend on transport due to lower contract hire costs until new vehicles arrive</p> <p>(£75k) underspend on materials</p>
Depots	21	<p>£34k overspend due to 18/19 MTFP (£30k) security saving not achieved</p> <p>(£78k) underspend on utilities</p> <p>£58k overspend on additional repairs incl £10k at Morrison Busty workshop where pit is to fill and £15k works at Meadow field IT building</p> <p>£7k overspend on supplies such as refuse collection and equipment</p>
Fleet	183	<p>(£27k) underspend on vacant posts for part of the year</p> <p>£93k overspend due to 2018/19 MTFP restructure</p> <p>£43k overspend due to historic 2016/17 MTFP Business Support saving</p> <p>£74k overspend on sub-contractors</p>
Neighbourhood Protection	47	<p>£188k overspend due to Wardens pay increase</p> <p>(£148k) underspend on Neighbourhood Wardens mainly due to new wardens not being appointed until part way through the year</p> <p>£25k overspend on Bereavement mainly due to lower levels of cemetery income</p> <p>(£16k) underspend on Pest control due to overachievement of income</p> <p>(£2k) minor variance across other areas</p>
Refuse & Recycling	(92)	<p>£206k overspend on job evaluation of drivers</p> <p>£35k overspend to remove and re-fit camera and brakesafe equipment on new vehicles</p> <p>(£330k) underspend on delay of new rounds not starting until September</p> <p>(£43k) underspend on transport costs due to vehicle replacement</p> <p>£40k overspend on legal fees relating to EU challenge</p>
Strategic Waste	(17)	<p>(£136k) underspend on Employees due mainly to vacant posts</p> <p>(£131k) underspend on Garden Waste scheme where the sign ups have increased</p> <p>£356k underachieved Income - £333k Power generation, £52k soil imports less £29k additional trade waste disposal</p> <p>(£106k) underspend on other areas such as power generation maintenance</p>
TOTAL	76	

Appendix 2: Heads Of Service Analysis – Partnerships & Community Engagement

	Variance	Explanation
AAP	(65)	£4k overspend on Employees due to fully staffed so not able to meet the 3% turnover saving. (£4k) Premises underspend. (£65k) managed underspend on S&S
CCU & Policy	25	£8k overspend due to fully staffed due to fully staffed so not able to meet the 3% turnover saving. (£8k) managed underspend on S&S (£25k) unachievable income, due to the schools having received training and are now in a position to prepare their own emergency plans.
Community Buildings	0	No Material Variance
PACE Management	4	£4k managed overspend on S&S
PACE	(41)	(£25k) on Employees due to vacant posts (£16k) managed underspend on S&S
TOTAL	(77)	

Appendix 2: Heads Of Service Analysis – Technical Services

	Variance	Explanation
Head of Technical Services	(95)	Underspend on Employees of (97k) re vacancy offset by overspend on Supplies of 2k.
Highways Services Trading	0	Reduced income of 5,971k generated by trading activities in Highways, Street Lighting and Commercial Group, offset by reduced related cost of sales of (4,838k) on Employees, Supplies and Agency. Adjustment of (1,333k) for COVID related costs and lost income.
Highways Services Non-Trading	422	Overspend of 2k on Highways Services Revenue for additional scheduled work on Category 1 and 2 highways repair work, street lighting and cable testing. All overspends to be partially offset by additional surplus on trading activities. Net overspend of 420k on Winter Maintenance due to shortfall in earmarked reserve.
Strategic Highways	(124)	Employees net underspend of (293k) due to vacancies and reduced hours in Street Lighting, Drainage, Traffic, Road Safety and Asset Management, offset by additional overtime and agency staff, honoraria payments and apprenticeships in Structures. Saving projection to be reviewed and updated once restructure proposals approved. Highways Permit scheme Employee expenditure offset by matching Income.
		Underspend of (123k) on Premises for electricity saving of (128k) offset by additional business rates of 5k.
		Underspend of (38k) on Transport for car allowances and fuel largely in Traffic, Road Safety and Asset Management.
		Overspend of 117k on Supplies and Services with overspends of 92k on consultants, legal expenses and other hired services, and 61k on ICT, offset by underspends of (36k) on equipment and general expenses across all service areas.
		Overspend of 235k on Agency. Additional spend of 44k on rechargeable works, offset by recharged income. Additional spend of 203k on condition surveys, payments to sub-contractors and Section 38 supervision and rechargeable works in Asset Management, offset by (12k) savings on other supplies.
		Overspend of 33k in Asset Management on Central due to additional staff recharges.
		Over achieved Income of (67k). Street Lighting additional fees of (15k). Traffic & Street Works (207k) additional income from fixed penalty notices, street naming, inspections, and the new permit scheme. Drainage additional SUDS and planning fees and Government grant of (2k). Asset Management reduced sponsorship and other income of 63k. Structures additional recharge income (6k). Road Safety reduced grant, contributions and fee income of 100k.
		Adjustment of (£20k) for COVID related lost income on roundabout sponsorship and £32k for savings on transport, supplies, etc. making a net adjustment of £12k.
TOTAL	203	

Appendix 2: Heads Of Service Analysis – Community Protection

	Variance	Explanation
Head of CP	102	£111k overspend due to 20/21 staffing budget increase not being funded (regrades/increments) (£8k) underspend due to manager reducing hours
Consumer Protection	(18)	(£103k) underspend on staffing due to vacancies £7k overspend on supplies and travel £78k underachieved income due to historic bad budget
Health Protection	46	£36k overspend on staffing mainly due to staff turnover saving (£7k) underspend on transport and supplies and services £17k underachieved income on Feed project where income has reduced over the years (FSA)
Strategic Regulation	(3)	(£3k) underspend on staffing mainly due to turnover saving
Environment Protection	(36)	(£28k) underspend on staffing due to maternity leave and reduced agency (£8k) underspend on transport and supplies
Neighbourhood Interventions	(85)	(£90k) underspend on staffing due to vacancies £5k under achieved income from PCC
Safer Communities	(60)	(£56k) underspend on staffing due to secondment of staff (£4k) underspend on transport and supplies
TOTAL	(54)	

FINANCIAL YEAR 2020/21
QUARTER 2

NEIGHBOURHOODS & CLIMATE CHANGE
(ENVIRONMENT & SUSTAINABLE COMMUNITIES)
REVENUE & CAPITAL OUTTURN

Phil Curran
Finance Manager
Neighbourhoods & Climate Change

Altogether better



OVERVIEW

- Service Budgets - Background
- Revenue Forecast Outturn and Variance Explanations
- Capital Forecast Outturn and Variance Explanations

Altogether better



ANALYSIS BY HEAD OF SERVICE

	Revised Base Budget 2020/21 £'000	Q2 Outturn £'000	Reserves & O/s Cash Limit £'000	Variance Over/ (Under) £'000
Central Costs	33,334	33,194	0	(150)
Environmental Services	50,186	59,640	(9,379)	75
Technical Services	13,429	14,752	(1,121)	202
Community Protection	4,396	4,401	(59)	(54)
Partnerships & Community Engagement	7,645	10,644	(3,075)	(77)
Overall Total	108,999	122,630	(13,634)	(3)

Reasons for variances

• Overspend on pay re-gradings	£0.505m
• Unachieved MTFP savings	£0.240m
• Underspend on new refuse rounds	(£0.330m)
• Underspend on new Wardens	(£0.148m)
• Underspend on Insurance Costs	(£0.150m)
• Miscellaneous Underspends	(£0.059m)

	(0.003m)

Altogether better

CAPITAL OUTTURN

Head of Service	Revised Budget £'000	Outturn £'000	Variance £'000
Environmental Services	4,543	4,543	0
Technical Services	30,252	30,252	0
Partnerships & Community Engagement	5,193	5,193	0
Community Protection	106	106	0
Total	40,094	40,094	0

Altogether better



ANY QUESTIONS?

Altogether better



**Environment and Sustainable Communities
Overview and Scrutiny Committee**



12 February 2021

**Quarter Two, 2020/21
Performance Management Report**

Ordinary Decision

Report of Paul Darby, Interim Corporate Director of Resources

Electoral division(s) affected:

Countywide.

Purpose of the Report

- 1 To present progress towards achieving the key outcomes of the council's corporate performance framework.

The impact of COVID-19

- 2 A highly infectious coronavirus, SARS-CoV-2 which can cause the respiratory disease COVID-19 has spread rapidly across the world during 2020. This resulted in a global pandemic being declared by the World Health Organisation on 11 March 2020.
- 3 Significant restrictions to normal ways of life, travel and business have been put in place by the government to try to contain the spread of the virus, minimise deaths and prevent COVID-19 cases overwhelming our health and social care systems.
- 4 Durham County Council has a public health role and is at the forefront of responding to the pandemic within the county. Restrictions that have been introduced to contain the spread of the virus have also affected a number of council services. Some buildings had to be closed and a number of services have moved online. It was necessary for the council to adapt and we have significantly changed our service provision and ways of working. Communities and businesses within the county have been impacted by the pandemic and much of our work since March has been to respond to these needs and develop plans for future recovery. Gold command arrangements were activated nationwide to respond to the emergency. Locally, this involved the council working in partnership with other agencies on the local resilience forum which covers both County Durham and Darlington to protect our communities and support those affected by the pandemic.

- 5 The COVID-19 surveillance dashboard can be accessed [here](#).

Performance Reporting

- 6 This performance report is structured around the three externally focused results-based ambitions of [the County Durham Vision 2035](#) alongside a fourth 'excellent council' theme contained within the [Council Plan](#) that was recently approved. It also includes an overview of the impact of COVID-19 on council services, our staff and residents.

Connected Communities – Sustainable Communities focus

- 7 Overall environmental cleanliness levels remain good, with levels of litter, detritus and dog fouling all lower than last year (based on a sample survey), and a number of initiatives in place to improve our local environment. However, we have noted an increase in fly-tipping incidents.
- 8 Across the county, carbon emissions continue to significantly decrease as we generate more energy from renewable sources, support businesses to become energy efficient and reduce consumption (since the start of the pandemic, business closures, reduced levels of road traffic and people staying at home have also had an impact). We continue to work towards becoming carbon neutral by 2050 and an Ecological Response Plan is being developed to complement the county's [Climate Emergency Response Plan](#).

Risk Management

- 9 Effective risk management is a vital component of the council's agenda. The council's risk management process sits alongside our change programme and is incorporated into all significant change and improvement projects.
- 10 There are no key risks in delivering the objectives of this ambition.

Recommendation

- 11 That Environment and Sustainable Overview and Scrutiny Committee considers the overall position and direction of travel in relation to quarter two performance, the impact of COVID-19 on performance, and the actions being taken to address areas of underperformance including the significant economic and well-being challenges because of the pandemic.

Author

Jenny Haworth

Tel: 03000 268071

Appendix 1: Implications

Legal Implications

Not applicable.

Finance

Latest performance information is being used to inform corporate, service and financial planning.

Consultation

Not applicable.

Equality and Diversity / Public Sector Equality Duty

Equality measures are monitored as part of the performance monitoring process.

Climate Change

We have declared a climate change emergency and consider the implications of climate change in our reports and decision-making.

Human Rights

Not applicable.

Crime and Disorder

A number of performance indicators and key actions relating to crime and disorder are continually monitored in partnership with Durham Constabulary.

Staffing

Performance against a number of relevant corporate health indicators has been included to monitor staffing issues.

Accommodation

Not applicable.

Risk

Reporting of significant risks and their interaction with performance is integrated into the quarterly performance management report.

Procurement

Not applicable.

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Durham County Council Performance Management Report

Quarter Two, 2020/21



CONNECTED COMMUNITIES – SUSTAINABILITY

a) How clean and tidy is my local environment?

No. reported and responded to fly-tipping incidents (12 month rolling trend)



Hotspots

- Bishop Auckland
- Shildon
- Craghead
- South Moor

Mostly household waste

12 Green Flags

Campaign - family groups only due to restrictions

Community Action Team

Blackhall Colliery
(175 issues of concern)

Next focus: Horden

Enhanced warden service taken up by Pelton Parish Council

9 cameras deployed

4 incidents caught on CCTV

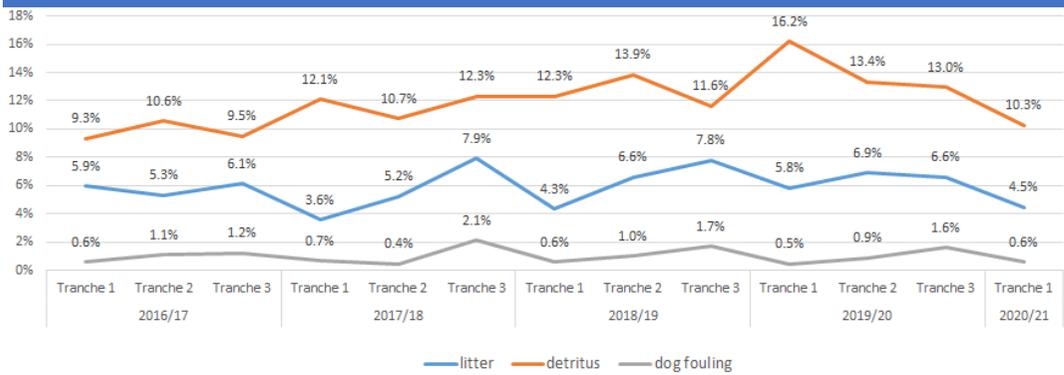
539 further investigations

1 prosecution

12 FPNs

Environmental Cleanliness

% relevant land/highways assessed as having deposits that fall below an acceptable level



Based on a visual survey carried out three times a year (3 tranches): each tranche involves surveying 900 50m transects of varying land types across the county

4 teams operating across the county
commenced 7 September

- In line with local need, works could include:
- Cleaning road channels and gullies
 - De-greasing pavements
 - Removing chewing gum and graffiti
 - Painting seating, benches and railings
 - Sweeping areas machinery can't reach
 - Repairing boundary walls and sculptures



Connected Communities - Sustainability

- 1 The ambition of Connected Communities – Sustainability is linked to the following key questions:
 - (a) How clean and tidy is my local environment?
 - (b) Are we reducing carbon emissions and adapting to climate change?
 - (c) How effective and sustainable is our collection and disposal of waste?

How clean and tidy is my local environment?

- 2 During quarter two, environmental cleanliness measures show an improving trend, with levels of litter, detritus and dog fouling all lower than last year based on a sample survey, but there has been an increase in fly-tipping. Various actions were undertaken to improve the local environment.
- 3 We successfully prosecuted an individual for [fly-tipping next to Fishburn Electrical Substation](#) in August. The individual was filmed twice within seven days by a camera installed by the council as part of our Operation Stop It campaign. He now has to pay £320 and has a criminal conviction.
- 4 We re-organised our neighbourhood warden service into area-based teams to increase its responsiveness, and created a dedicated team to address fly-tipping.
- 5 Our enhanced warden service expanded to include Pelton Parish Council. Enhanced arrangements are already in place with Stanley Town Council, City of Durham Parish Council, Spennymoor Town Council and Durham University.
- 6 Our new [Find and Fix initiative](#) commenced in the quarter and is starting to address issues of community concern not covered by routine green maintenance and street cleaning work. During the first three weeks of operation, the four teams were active across West Rainton, Romaldkirk, Butterwick, Castle Eden, Chester-le-Street, South Moor, Framwellgate Peth and Shotton.
- 7 Our [Community Action Team](#) (CAT) tackled a range of housing and environmental issues at Blackhall Colliery including empty properties and rubbish accumulation. Actions, identified through walkabouts and virtual engagement sessions with residents, included issuing 63 notices in relation to noxious matter and drainage. The CAT team has now moved onto Horden.
- 8 Due to COVID-19 restrictions and social distancing measures, we postponed our 2020 Big Spring Clean. However, we continue to encourage groups from the same household to participate in local clean-ups and are providing them with equipment.

CONNECTED COMMUNITIES – SUSTAINABILITY

(b) Are we reducing carbon emissions and adapting to climate change?

DCC carbon emissions (2019/20)

↓ 51%

from 2008 baseline

↓ 7%

from same period last year

↓ 4%

Direct Emissions
(fleet and fuel)

↓ 12%

Indirect Emissions
(purchased electricity)

↓ 39%

Contracted Services
(business travel and electricity distribution)

Business Energy Efficiency Project (BEEP2)

(Jul - Sep)

- 30 businesses engaged
- 7 grant offers accepted (18 to date)
- 169 tonnes CO₂ saved

Properties benefiting from an energy efficiency measure

↓ 32%

from same period last year

(c) How effective and sustainable is our collection and disposal of waste?

39.4% household waste reused, recycled or composted*

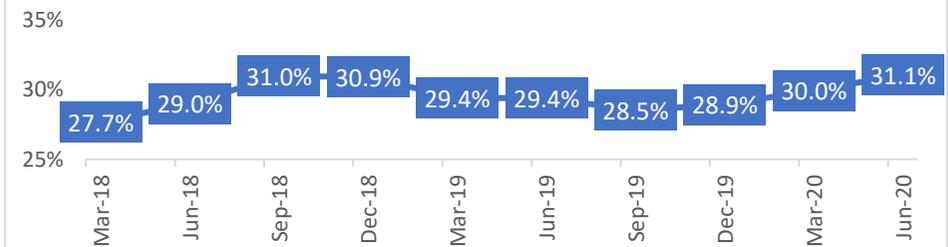
↓ 2.0pp on same period last year

96.8% diverted from landfill*

↑ 1.3pp on same period last year

- 99.8% household bins collected (↑ compared to quarter one)
- Route changes due to COVID-19 contributed to some missed collections
- Additional bulky waste services supporting Household Waste Recycling Centres
- ↑ 5.6% garden waste sign-ups

% of waste collected for recycling identified as contaminated (12 months ending)*



Targeting areas with high contamination levels

- Information to students
- Small WEEE project

*Waste data is reported a quarter in arrears, so the latest reported data is 30-Jun-20

Are we reducing carbon emissions and adapting to climate change?

- 9 Latest data for Durham County Council (2019/20) shows a 51% reduction in carbon emissions against the 2008/09 baseline and 7% reduction compared to 2018/19. This equates to almost 52,000 tonnes of carbon. The greatest reduction was across business travel and electricity distribution which covers train journeys, car mileage and emissions from contractors and supply chains.
- 10 We are developing an Environment and Climate Change Partnership which will be responsible for the county's [Climate Emergency Response Plan](#) and the development of an Ecological Response Plan.

How effective and sustainable is our collection and disposal of waste?

- 11 Between 1 April and 30 June, when Household Waste Recycling Centres (HWRCs) were closed for the most part, we collected an additional 1,300 tonnes of household waste (compared to the same period last year). Upon re-opening in mid-May, not all of the HWRCs recycling waste streams could be recycled due to the end processors not operating. This impacted both our recycling rate and waste diverted from landfill rate as the pressures of volumes and the lack of markets for the recyclables resulted in additional waste being landfilled. As recyclable markets are now operating, we anticipate the July to September figures will be more in line with previous figures.

Key Performance Indicators – Data Tables

Page 10

There are two types of performance indicators throughout this document:

- (a) Key target indicators – targets are set as improvements can be measured regularly and can be actively influenced by the council and its partners; and
- (b) Key tracker indicators – performance is tracked but no targets are set as they are long-term and/or can only be partially influenced by the council and its partners.

A guide is available which provides full details of indicator definitions and data sources for the 2019/20 corporate indicator set. This is available to view either internally from the intranet or can be requested from the Strategy Team at performance@durham.gov.uk

KEY TO SYMBOLS

	Direction of travel	Benchmarking	Performance against target
GREEN	Same or better than comparable period	Same or better than comparable group	Meeting or exceeding target
AMBER	Worse than comparable period (within 2% tolerance)	Worse than comparable group (within 2% tolerance)	Performance within 2% of target
RED	Worse than comparable period (greater than 2%)	Worse than comparable group (greater than 2%)	Performance >2% behind target

National Benchmarking

We compare our performance to all English authorities. The number of authorities varies according to the performance indicator and functions of councils, for example educational attainment is compared to county and unitary councils however waste disposal is compared to district and unitary councils.

North East Benchmarking

The North East figure is the average performance from the authorities within the North East region, i.e. County Durham, Darlington, Gateshead, Hartlepool, Middlesbrough, Newcastle upon Tyne, North Tyneside, Northumberland, Redcar and Cleveland, Stockton-On-Tees, South Tyneside, Sunderland.

More detail is available from the Strategy Team at performance@durham.gov.uk

CONNECTED COMMUNITIES – SUSTAINABILITY

How clean and tidy is my local environment?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
95	% of relevant land and highways assessed as having deposits of litter that fall below an acceptable level	4.46	Jul-Sep 2020	Tracker	6.9					Yes
				N/a	GREEN					
96	% of relevant land and highways assessed as having deposits of detritus that fall below an acceptable level	10.27	Jul-Sep 2020	Tracker	13.36					Yes
				N/a	GREEN					
97	% of relevant land and highways assessed as having deposits of dog fouling that fall below an acceptable level	0.56	Jul-Sep 2020	Tracker	0.9					Yes
				N/a	GREEN					
98	Number of fly-tipping incidents	7,409	Oct 2019-Sep 2020	Tracker	7,073					Yes
				N/a	RED					

*not directly comparable

CONNECTED COMMUNITIES – SUSTAINABILITY

Are we reducing carbon emissions and adapting to climate change?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
99	% reduction in CO ₂ emissions in County Durham (carbon neutral by 2050)	55.2	2018	Tracker	54					No
				N/a	GREEN					
Page 100 107	% reduction in CO ₂ emissions from local authority operations compared to the 2008/09 baseline, 70% by 2025	51	2019/20	Tracker	47					Yes
				N/a	GREEN					

CONNECTED COMMUNITIES – SUSTAINABILITY

How effective and sustainable is our collection and disposal of waste?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
101	% of municipal waste diverted from landfill	96.8	Jul 2019-Jun 2020	95 GREEN	95.5 GREEN	89.2 GREEN	92.9 GREEN		2018/19	Yes
102	% of household waste that is re-used, recycled or composted	39.4	Jul 2019-Jun 2020	Tracker N/a	41.4 RED	42.7 RED	35.1 GREEN		2018/19	Yes

Other additional performance indicators

CONNECTED COMMUNITIES – SUSTAINABILITY

Is it easy to travel around the county?

Ref	Description	Latest data	Period covered	Comparison to						Data updated this quarter
				Period target	12 months earlier	National figure	North East figure	Nearest statistical neighbour	Period covered if different	
110	% of A roads where maintenance is recommended	2.6	2018	Tracker N/a	2.6 GREEN	3 GREEN	2 GREEN	3 AMBER	2018	No
111	% of B and C roads where maintenance is recommended	4.7	2018	Tracker N/a	4.7 GREEN	6 GREEN	3 AMBER	4 AMBER	2018	No
112	% of unclassified roads where maintenance is recommended	21	2018	Tracker N/a	20 AMBER	17 RED	16 RED	18 RED	2018	No